




**To:** Planning Commission

**From:** John Gessner, Planning Director   
 JoAnn Herrigel, Community Services Manager  
 Alice Rouyer, Community Development & Public Works Director  
 Paul Shirey, Engineering Director  
 Mike Swanson, City Manager  
 Jason Wachs, Program Coordinator  
 Grady Wheeler, Information Coordinator

**Date:** February 17, 2004 for the February 24, 2004 Public Hearing

**Subject:** Transit Center Relocation Recommendation for Option 2.5

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### **Action Requested**

Adopt the joint recommendation of the Milwaukie Transit Center Working Group and city staff to move the transit center and future light rail improvements to the site located on McLoughlin Boulevard just south of Kellogg Lake.<sup>1</sup>

### **Recommendation**

After numerous meetings over a 5 month period and reviewing nine design alternatives, the Milwaukie Working Transit Center Relocation Group has endorsed siting the transit center and a future light rail platform and parking garage on the city owned property located on the south side of Kellogg Lake (Option 2.5).<sup>2</sup> The Group's recommendation is subject to concerns including architectural design, crime prevention, and mitigation of visual, environmental, and neighborhood traffic impacts. The recommendation from the Working Group was not unanimous. Three participants out of the twenty-one voting dissented from the approval. City, TriMet, Metro, and ODOT staff supports the recommendation.

This report summarizes a substantial amount of information that has been generated over the previous 5 months of the Working Group process. Presentations and testimony at the

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<sup>1</sup> See Attachment 1 Location Map and Option 2.5 Site Plans  
<sup>2</sup> See Attachment 2 for Working Group Recommendation.

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scheduled February 24 and March 9, 2004 hearings will provide additional detail. Staff recommends the Commission take action on the following in support of Option 2.5:

1. Forward the following recommendations to the City Council:
  - a. Adopt the Working Group Recommendation to relocate the transit center, park and ride garage, and rail platform to the Kellogg site to the City Council.
  - b. Adopt the Riverfront Board's recommendation including the use of proceeds from the sale of the property for development of Milwaukie Riverfront Park, minimize environmental impacts, include a connection to the Trolley Trail, and provide arrangements for shared parking with park users.<sup>3</sup>
  - c. Consider a strategy to implement key "next steps" including adoption of the Downtown Parking and Traffic Management Plan.
  - d. Continue to address concerns about traffic on Washington and Monroe Streets expressed by Historic Milwaukie neighborhood.
  - e. The City should initiate amendments to the Comprehensive Plan and Downtown and Riverfront Plans to reflect changes in the transit center location prior to Phase 1 commencing.<sup>4</sup>
2. Forward a recommendation to the City Council to request that TriMet do the following:
  - a. Minimize land needs for the project.
  - b. Evaluate alternatives for mitigation of natural resource impacts.
  - c. Consider landscaping, lighting, and architectural design features for the purpose of minimizing visual, noise, and lighting impacts on northerly adjacent properties.

### **Decision-Making Process**

In April 2003, the City Council the adopted the Planning Commission's recommendation on the light rail Locally Preferred Alternative (LPA).<sup>5</sup> The LPA's rail alignment, transit center location, and parking garage raised concerns among the Planning Commission and

<sup>3</sup> Staff supports the recommendation about the use of proceeds but has some concerns at this time about how best to execute it. Additional discussion with the City Council is needed.

<sup>4</sup> By the City initiating these amendments there is greater control over the outcome. It simplifies the federal process that TriMet must follow and thereby expedites relocation of the Transit Center.

<sup>5</sup> The Planning Commission considered the LPA on March 11, 2003, the Council on April 1, 2003.

City Council about impacts on the north industrial businesses and the intersection of Milport and McLoughlin Boulevard.<sup>6</sup>

As part of the Council action, TriMet was asked to convene a working group of Milwaukie stakeholders for the following purposes:<sup>7</sup>

- Recommend a suitable site for relocation of the transit center from downtown by 2006.
- Ensure participation of north industrial landowners and businesses, representatives of the community, and its residential neighborhoods in the examination of light rail impacts associated with the LPA.

An open discussion of values supported the Working Group's problem solving process. It also resulted in important suggestions for improving the many design alternatives considered by the Group, including the creation and selection of Option 2.5.<sup>8</sup> The following list identifies some of the considerations related to the siting and design process:

*Transit needs and goals.*

*Cost*

*Traffic Impacts*

*Impacts on Tax Base*

*Public Safety & Crime*

*Industrial, Downtown, and Open Space policies*

*Environmental, Historic, Visual Impacts*

*Loss of Development Opportunity*

*Displacement of businesses*

The Planning Commission's consideration of the Working Group Recommendation involves the balancing of differing values and competing interests, both public and private. The practical aspects of siting a transit center raise necessary questions about benefits, impacts, and what is right for the community. Working Group participants and staff have expressed many values and interests that are evident in the selection of Option 2.5 over eight others options. However, there is disagreement among some Working Group participants about the public and private impacts of relocating the transit center.

Staff believes that the Working Group process has been thoughtful, inclusive, and highly responsive to stakeholder concerns. Since last August hundreds of hours of stakeholder and staff time have gone into arriving at this recommendation. The Group's informed struggle to balance unavoidable trade-offs resulted in the suggestion to consider the Kellogg site. Specific mitigation recommendations that are intended to address negative impacts associated with these trade-offs are included.

Option 2.5 meets project goals, optimizes the potential for a timely relocation of the transit center as requested by the City Council, solves many problems of the LPA that were identified by the Planning Commission and City Council, reduces commuter traffic through the City, corrects historically deficient intersections, improves pedestrian and vehicle

<sup>6</sup> See Attachment 3, City Council Resolution on the Light Rail Locally Preferred Alternative

<sup>7</sup> Per the Council's resolution in support of the LPA.

<sup>8</sup> See Attachment 13 Working Group Meeting Notes for details of the process.

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access for Island Station, increases on-street parking in the downtown, improves long-term access to the sewage treatment plant site, complements access created by the Trolley Trail project, preserves the tax base of industrial land, does no harm to businesses, preserves and improves transit, and supports the City's economic, land use, and transit policies.<sup>9</sup> Accordingly, staff recommends the Commission adopt the Working Group Recommendation.

### **Summary of the Working Group Recommendation**

The recommendation was made at its meeting on February 4, 2004, which included the following agenda items:

- Results from the Open House.
- Recap of the Milwaukie-Only process and creation of the Position Paper.
- Agency response to issues raised in the Position Paper.
- "Show-of-hands" vote on Options 2.2 and 2.5. Of the approximate 21 members present all but three favored Option 2.5.
- Discussion of issues raised by members who did not support Option 2.5 for the purpose of identifying what could be done to make the option more acceptable.

The Group's decision-making process was documented for the purpose of formalizing the recommendation and capturing the concerns and intent of the Group. Drafts were then distributed to all voting members for their review and comment.<sup>10</sup> The final draft was submitted to City on February 10, 2004. Key points of the recommendation include the following:

- Mitigate traffic, parking, environmental, and visual impacts.
- Monitor traffic in affected neighborhoods to ensure adequate long-term control and mitigation of impacts.
- Convene an ad hoc public safety advisory committee to guide design and operations to minimize potential crime. The High School should be represented on the committee.
- Bus stop and street improvements around City Hall should be consistent with downtown "context" and city design guidelines.

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<sup>9</sup> The project may not meet open space policies of the Downtown and Riverfront Plan and Comprehensive Plan since it would result in development on designated open space land. Constructing a transit center would require remapping a portion of the site. A significant portion of the site landward of the shoreline can be preserved for park or natural area use as intended by the Downtown and Riverfront Plan.

<sup>10</sup> The voting was among member stakeholders only; city and agency staff did not vote.



### **Project Description**

If approved by the City and the Region, the project will occur in two phases: Phase 1 is projected for construction in 2006 and involves relocation of the transit center to the Kellogg site and construction of related bus stops and parking improvements on Main Street and Jackson Street. Construction of Phase 2, which would begin sometime around 2010 subject to funding, involves light rail improvements. Components of the Transit Center relocation and light rail facilities include the following:

#### **Phase 1 Transit Center**

- Construction of a transit center including layover bays, operator's building, rider waiting areas;<sup>11</sup>
- Reconstruction of the McLoughlin intersections with River Road and 22<sup>nd</sup> Avenue including new traffic signals and pedestrian crossings;
- Construction of two bus shelters on Main Street in front of City Hall, one on either side of the street, which will replace the present bus waiting areas on 21<sup>st</sup> Avenue and Jackson street;
- On-street parking will be increased due to removal of standing busses on 21<sup>st</sup> Avenue, and Main Street and Jackson Street. One-block sections on Jackson and Main Street around City Hall will be improved in accordance with downtown street design standards;

#### **Phase 2 Light Rail**

Construction of light rail facilities including the following:

- Kellogg Site  
 660 car, 4 story parking garage.<sup>12</sup>  
 Light rail station at the parking garage.  
 A pedestrian bridge connecting the garage to Lake Road, and another pedestrian bridge connecting the park and ride garage to the west side of McLoughlin Boulevard.
- Light rail station on existing railroad company property located behind Milwaukie Lumber.<sup>13</sup>

<sup>11</sup> See Attachment 1 Preliminary Site Plan

<sup>12</sup> Building height is estimated to be 50 feet.

<sup>13</sup> The City presently leases this land from Union Pacific for 33 paid public parking spaces.

### **The “Milwaukie-Only” Process**

Several meetings were conducted with only Milwaukie stakeholders and staff to facilitate problem solving and discussion among the varied interests of the group. The Milwaukie-Only Group took a leadership role in overall process that resulted in the Group directing the substance and course of the process. All design options considered came directly from the Working Group.

On January 15, 2004, the group refined its concerns, identified additional information for TriMet response, and selected Options 2.2 and 2.5 as the top choices among the 9 options. From this meeting the Group recorded its concerns in the Position Paper, which included the following key issues:

- *Reasons to support Option 2.2 include the belief that:*
  1. There will be lesser traffic impacts on Historic Milwaukie Neighborhood;
  2. Locating a transit center in or near the downtown will increase the likelihood of transit related crime; and
  3. Transit improvements will deter development in the downtown.
- *Reasons to support Option 2.5 include the belief that:*
  1. There will be a more timely relocation of the present transit center and correction of River Road, and 22<sup>nd</sup> Avenue intersections on McLoughlin;
  2. The option results in better traffic flow;
  3. It creates opportunities for an infusion of money into downtown Milwaukie; and
  4. It reduces the footprint needed for a transit center and presents an opportunity to integrate with Kellogg Lake initiatives—possibly more open space.<sup>14</sup>
- *The working group had many areas of agreement including:*
  1. Removal of the Transit Center from downtown Milwaukie by 2006.
  2. Protection of the City's livability, economy, and environmental quality.
  3. All Milwaukie stakeholders have valid concerns. The varied stakeholder opinions represent differing but legitimate values and differences in how each alternative performs based on its location and design.
  4. There will be impacts regardless of the location of the transit center and related light rail facilities. The better these are described the better able

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<sup>14</sup> The City is working with federal agencies on a future project to remove the dam at Kellogg Lake and restore Kellogg Creek. See more information on page 14.

will the City be in minimizing impacts, securing mitigation, and maximizing benefits.

- 5 Because the City owns the property the transit center is sited on under Alternative 2.5, this alternative appears more likely to meet the 2006 target. There are concerns about whether land acquisition issues might make it difficult for either the Southgate or ODOT sites to meet that target.
  6. By participating in the site selection and design process for transit center relocation, Milwaukie stakeholders and the City will be best able to influence its quality of development. By not participating, important design decisions will be made by others.
- TriMet needs to better demonstrate their conclusions about traffic impacts in Historic Milwaukie, the loss of bus service if the ODOT site is selected, and mitigation of specific impacts needs to be provided.

#### **Description of Option 1.1, The Locally Preferred Alternative**

- Rail line along Main Street crossing to the east at Southgate.
- Transit Center and park and ride garage at Southgate.
- Rail connection to the Tillamook Branch at the end of Hanna Harvester Drive.
- Station platform behind the Portland Waldorf School and a terminus platform at Lake Road.

#### **Creation of Design Options, The Working Group Workshop**

- TriMet led a workshop with the Working Group, city, and agency staff to identify ideas for improving upon the LPA.
- The Technical Advisory Committee (TAC) developed the 8 options based on Working Group comments and ideas.<sup>15</sup>
- The TAC presented their evaluation of the following initial review of the 8 options by the Working Group. TriMet, Metro, and ODOT advised the Working Group on the most promising options and those that could not be supported by the regional agencies.
- The Working Group asked if the transit center, parking structure, and light rail facilities could be located on the Kellogg site: this resulted in Option 2.5.

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<sup>15</sup> The Technical Advisory Committee includes staff from Milwaukie, TriMet, Metro, and ODOT.

### **Results from the Working Group Workshop, Transit Center and Light Rail Options<sup>16</sup>**

#### **1.2 *Milport "Hook" via Harder Alignment***

Same as the LPA but with significant expansion of the site and street improvements as needed to correct problems with the Milport and Main Street intersection.

#### **1.3 *Milport "Hook" via Hwy 224***

Same as 1.2 but with the rail line being routed under Highway 224 to avoid loss of Harder Mechanical and Heiberg Recycling and Hauling businesses at the end of Hanna Harvester Drive.

#### **1.4 *Elevated Light Rail Transit with Milport "Fix"***

The transit center, rail line, and park and ride are located at Southgate but the rail line is elevated above Main Street to reduce impacts on parking. This alternative also includes realigning Main Street to correct the Milport and Main Street intersection.

#### **2.1 *Tacoma Transit Center via Tillamook***

The transit center is located north of the City at the originally proposed Tacoma park and ride site. Light rail follows along west side of the Union Pacific and Tillamook Branch lines and includes an 875 stall parking garage on the Kellogg site.

#### **2.2 *ODOT Transit Center via Tillamook***

The transit center is located on the ODOT property, with the rail line along Main Street but crossing over to the Tillamook Branch at Beta Street. This option also includes an 875 stall parking garage on the Kellogg site.

#### **2.3 *Transit Center on Heiberg Site via Tillamook***

The transit center is located at the end of Hanna Harvester Drive on the Heiberg property using the Tillamook Branch. This option also includes an 875 stall parking garage on the Kellogg site.

#### **2.4 *Downtown Transit Center on Post Office Site***

This option locates the project on the block that contains the post office site on the south, and the vacant property on the north bounded by Main Street, Adams Street, 21<sup>st</sup> Avenue, and Lake Road. The option includes an 875 stall parking garage on the south side of Kellogg Creek, which is connected to the transit center site by a 650-foot pedestrian bridge over Kellogg Lake.

### **Evaluation and Comparison of Options**

The TAC developed 21 criteria for the purpose of comparing the alternatives. These included the following general categories:<sup>17</sup>

- City concerns including traffic impact, relationship to existing land use policies, loss of business, development opportunity, and tax base.
- Transit service needs, ridership, safety, and ease of transfer between transit modes.
- Environmental, historic, and visual impacts.
- Construction and operating costs.

TriMet, Metro, and ODOT prepared a memorandum for the Working Group that details the "most promising options" and "options not supported" based on the 21 evaluation criteria.<sup>18</sup> Their findings are summarized below.

### **Most Promising Options & Reasons For & Against<sup>19</sup>**

#### ***1.2 Milport "Hook" via Harder Mechanical***

- Positive: Fixes Milport intersection, can replace lost parking  
 Negative: Takes Harder Mechanical, increase traffic at Milport & McLoughlin, which is already congested, loss of developable land, loss of tax base

#### ***1.3 Milport "Hook" via Hwy 224***

- Positive: Fixes Milport intersection, can replace lost parking, does not take Harder Mechanical.  
 Negative: New traffic at Milport & McLoughlin, which is already congested, loss of developable land, loss of tax base, and impacts the Crystal Creek natural area west of 25<sup>th</sup> Avenue and south of hwy 224.

#### ***1.4 Elevated Light Rail Transit with Milport "Fix"***

- Positive: Fixes Milport intersection, does not impact parking  
 Negative: New traffic at Milport & McLoughlin, which is already congested, visual impact of elevated rail, added capital cost of elevating the track

#### ***2.4 Downtown Transit Center on Post Office Site***

- Positive: Meets transit needs, least cost, avoids Milport intersection, captures commuter traffic before it enters Milwaukie, fixes River Road & 2<sup>nd</sup>

<sup>17</sup> See Attachment 6 Evaluation Factors Report

<sup>18</sup> See Attachment 7.

<sup>19</sup> See Attachment 12 for detail maps of all options

Avenue intersections, preserves ability to improve 224 & McLoughlin in the future.

Negative: Complexity of working with Union Pacific Railroad adds cost and uncertainty, environmental impacts on Kellogg Lake, requires design exception from ODOT for intersection spacing.

## 2.5 *Kellogg Site*

Positive: Meets transit needs, least cost, avoids Milport intersection, captures commuter traffic before it enters Milwaukie, fixes River Road & 2<sup>nd</sup> Avenue intersections, preserves ability to improve 224 & McLoughlin in the future, improves transit access to Island Station, meets site requirements for transit center.

Negative: Complexity of working with Union Pacific Railroad adds cost and uncertainty, environmental impacts on Kellogg Lake, requires design exception from ODOT for intersection spacing.

## Options Not Supported & Reasons Why

### 1.1 *LPA*

Unacceptable Traffic impacts at Milport & McLoughlin

### 2.1 *Tacoma Transit Center via Tillamook*

Excessive operating cost or loss of service, does not serve Milwaukie's Town Center.

### 2.2 *ODOT Transit Center via Tillamook*

Car/truck conflicts at Ochoco & McLoughlin; cost, does not support Milwaukie's Town Center, displaces ODOT, impacts to Milport & McLoughlin intersection, excessive operating cost or loss of service.

### 2.3 *Transit Center on Heiberg Site via Tillamook*

Does not meet transit needs, poor location for public safety, poor access, business impacts; rail impacts.

## Working Group Stakeholder Involvement

Stakeholder involvement included the following interests. See Attachment 8 for full list of participants including city and agency representatives:

- Neighborhood District Association Leaders.
- North industrial and downtown business operators and landowners.
- Downtown business operators and landowners.

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- North Clackamas School District.
- Interested citizens.

### **Public Involvement Process**

Public Information and outreach efforts included the following:

- Letter to North Industrial Interest Holders, August 8, 2003.
- Letter sent to downtown businesses and select residences in Historic Milwaukie, Lake Road, and Island Station neighborhoods, November 7, 2003 giving notice that Options 2.4 and 2.5 were created and being considered and seeking additional public involvement.
- Presentation by city staff to a joint meeting of the Milwaukie Parks & Recreation and Riverfront Boards.<sup>20</sup>
- Downtown Stakeholder Meeting, November 11, 2003
- Articles in *The Pilot*: October 2003, November 2003, January 2004, and February 2004.
- Citywide Open House, January 29, 2004.<sup>21</sup>
- Newspaper articles by the *Clackamas Review* on November 18, 2003 and *The Oregonian* on November 11, 2003, December 8, 2003, February 3, 2004, and February 9, 2004.<sup>22</sup>
- Discussion at bimonthly NDA leadership meetings.
- Direct communications between the TriMet consultant and Neighborhood District Association Leaders.<sup>23</sup>
- Monthly updates to all neighborhoods by respective NDA leaders Carlotta Collette, David Aschenbrenner, Jean Michel, Art Ball, Dolly Macken-Hambright, Ed Zumwalt, Bob Moore, and Molly Hanthorn.
- Periodic updates were provided to the Planning Commission.
- The City Council was updated on August 18, 2003, October 20, 2003, and December 15, 2003.
- Publication of advertisements in *The Oregonian* giving notice of the Planning Commission's Public Hearings.
- Meetings with individual stakeholders and city staff.

<sup>20</sup> See Attachment 9 for Riverfront Board Letter and other comments.

<sup>21</sup> The Open House was advertised by a postcard mailing that was delivered to all postal addresses in the City the week of January 19, 2004.

<sup>22</sup> See Attachment 11 for articles.

<sup>23</sup> Michelle Gregory, Soapbox Enterprises, former Milwaukie Neighborhood Services Manager.

### **Results of the January 29, 2003 Open House**

- Approximately 130 persons attended.
- More than 50 comment cards were received prior to release of this staff report.
- 40 respondents favored Option 2.5 at the Kellogg site. The next favored options were 2.4 (Post Office Site) with 9 in favor and 2.2 (ODOT Site) with 7 in favor.
- See Attachment 10 for comment card responses and summary of results.

### **Community Comments**<sup>24</sup>

1. The Milwaukie Riverfront Board submitted a letter dated January 12, 2004, with the following recommendations.
  - Maximize the trade value of the property and if possible seek financial contribution towards development of the Milwaukie Riverfront Park.
  - Minimize environmental impacts.
  - Seek shared parking in the Transit Center parking structure for vehicles with boat trailers to help reduce demand at the Jefferson Street boat ramp.
  - Enhance related pedestrian crossings.
  - Include a connection to the future Trolley Trail project.
  - Make sure the 650-foot pedestrian bridge is aesthetically pleasing.
2. The North Clackamas School District submitted a letter dated January 9, 2004, expressing opposition to Option 2.4, which located improvements on the post office site. Mr. Kelly Carlisle, Milwaukie High School Vice Principal subsequently clarified substantive concerns for the Working Group, which includes:
  - The existing transit center is a negative attractor to students.
  - Experience shows the students may obtain drugs at the transit center.

Mr. Carlisle has expressed the High School's support for Option 2.5.
3. Representatives from the north industrial area submitted concerns with options that included rail improvements along Main Street, including traffic, business impacts, and loss of parking spaces.
4. Ardenwald resident Lisa Gunion-Rinker and submitted an e-mail through the Ardenwald NDA in support of Option 2.5.

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See Attachment 10 for related letters and e-mails.



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5. Ardenwald resident Joshua Shulman communicated his support for light rail stops in downtown through an e-mail to the Ardenwald NDA.
6. The Island Station NDA submitted a letter dated January 28, 2004 in support of Option 2.5.
7. Ardenwald resident Mary King provided an e-mail in support of Option 2.5.
8. An elderly Historic Milwaukie resident described her dependence on bus transit for commuting and shopping to staff and is concerned that any reduction in service would hurt her and others similarly situated.
9. On February 12, 2004, city and TriMet staff met with Lake Road resident and Working Group participant, Dion Shepard. Ms. Shepard expressed concern about the visual impacts of siting a transit center at the Kellogg location. Her property is located on the north side of the lake opposite the proposed site. TriMet is investigating design alternatives and mitigation options to address these concerns. Staff has recommended mitigation of visual impacts.
10. On Friday February 13, 2004, staff received a telephone call from Francis Edwards who expressed concern that public notice of the transit center relocation process has been inadequate and that placing a transit center on the Kellogg site would harm the environment. Ms. Edwards indicated that she had learned about the process through recent newspaper articles.
11. Working Group participant Roger Cornell (Historic Milwaukie) has expressed concern that transit development on the Kellogg site violates the Downtown and Riverfront Plan by developing land that is designated for open space.

### **Land Use and Zoning Implications**

#### ***Property Description***

The 2.4-acre site is one of six contiguous city owned properties located along McLoughlin Boulevard, including Kellogg Lake itself. The total size of the six lots is 10 acres. The site is a relatively flat open field that is elevated between 15 and 20 feet above the lake. The sloping bank of shoreline is covered with blackberry. The site abutting to the south is wooded but similarly covered with blackberry. The southern 1/3 of the property is within the 100-year flood plain. Aerial photography from 1967 show that a large portion of the site was created by fill placed in Kellogg Lake. The natural riparian conditions of the site are highly degraded.

The former property owner donated the property to the City in the 1980's. There are no known restrictions on the use or disposition of the land related to the donation.

#### ***Comprehensive Plan & Zoning History***

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Prior to adoption of the Downtown and Riverfront Plan in September of 2000, the site had been designated for residential use. The then Comprehensive Plan designation was Medium Density Residential. The site and abutting lands to the south were zoned R-5 Residential. The present land use designation is "Public, and the site is zoned Downtown Open Space and is also covered by Willamette Greenway and Water Quality Resource Overlay zones.

#### *Comprehensive Plan Open Space Planning Policies*

The Comprehensive Plan and Downtown and Riverfront Plan contemplate park and open space use of the site, which includes recreation and natural functions. The Comprehensive Plan Policy on Public land also contemplates development of such lands provided it is done in accordance with the City's Parks and Recreation Master Plan and Water Quality Resource and Willamette Greenway regulations. No park or natural area plan has been adopted for the site. The following is a summary of key policies:

- Areas along Kellogg Creek and Johnson Creek are of special importance to all City residents. Passive use and nature parks will be encouraged.
- The view of Kellogg Lake from Dogwood Park is considered scenic. Development plans for the park should protect opportunities for viewing.<sup>25</sup>

Construction of a transit center on the property would require changing the land use designation for a portion of the site. The conceptual development plan preserves a significant amount of the property along its most valued feature, the shoreline and portions landward. Changing the Comprehensive and Downtown and Riverfront Plans land use designation requires Planning Commission and City Council approval.

#### *Current Zoning*

The Downtown Open Space Zone was created to implement the "Public" land use designation. Authorized uses include parklands, natural area, and riverfront amenities. Transit Centers are a prohibited use in the Downtown Open Space Zone. This zoning situation is best handled through rezoning a portion of the property to accommodate the "build-out" footprint of the transit center.

Development of the site is subject to Water Quality Resource and Willamette Greenway regulations. The purpose of both is to provide environmental protections. Additional purposes of the Willamette Greenway Zone is to protect, conserve, enhance, and maintain the natural, scenic, historic, and recreational qualities of the Willamette River and major watercourses flowing into the River. These purposes are implemented through numerous criteria including vegetated buffers, provision of public access, and consideration of natural, scenic, historic, and recreational characteristics, landscaping, and views towards the Willamette.

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<sup>25</sup> Dogwood Park is located north of the trestle and has obstructed views of the site.

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### **Kellogg Creek Restoration Project**

The US Army Corps of Engineers is working in partnership with the City of Milwaukie on a feasibility study that will be completed by the end of 2005. The study will evaluate methods of increasing fish passage in Kellogg Creek. Various options for modifying the dam at 99E will be compared, including removal of the dam. Another goal of the project is to restore .75 miles of stream channel, creating 15 acres of native wetland and riparian habitat by draining Kellogg Lake.

The Corps is working with NOAA Fisheries, DEQ and Clackamas WES to coordinate the biological aspects of this project. Actual construction is not anticipated until late in 2005 or 2006.

### **Background on the Light Rail Process**

On April 17, 2003, the Metro Council adopted the *South Corridor Project Locally Preferred Alternative Report (LPA)*. The LPA required "relocation of the existing on-street Milwaukie transit center to the Southgate area pending resolution of design and environmental issues during construction of the I-205 segment.

On January 16, 2004, the Metro Council concluded the process by approving a Land Use Final Order and the LPA, which calls for a transit center "in the Southgate area". Additional steps at the regional level may be needed to incorporate recommendations developed during the Milwaukie process on transit center relocation.

### **Alternatives**

1. Adopt the staff recommendation.
2. Take no action. Adoption of this alternative leaves in place the LPA decision to relocate the transit center "to the Southgate area."

### **Attachments**

1. Location Map & Site Plans
2. Working Group Recommendation
3. City Council Resolution on the Locally Preferred Alternative
4. Milwaukie-Only Group Position Paper
5. Option Rail Alignments
6. Evaluation Factors Report
7. Agency Memorandum on Option Evaluation
8. Working Group Participant List
9. Community Comments

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10. Open House Responses
11. News Articles
12. Option Detail Maps
13. Working Group Meeting Notes

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**Attachment 1 Location Map**



**City Hall**

**Proposed platform  
location**

**High School**

**Transit  
Center Site**

**ATTACHMENT 1**

**Street improvements  
per Downtown Plan.**

**Angled parking**

**North & southbound  
bus lanes, stops and  
shelters.**

**City Parking lot,  
change Main Street  
curb cuts to Jackson**

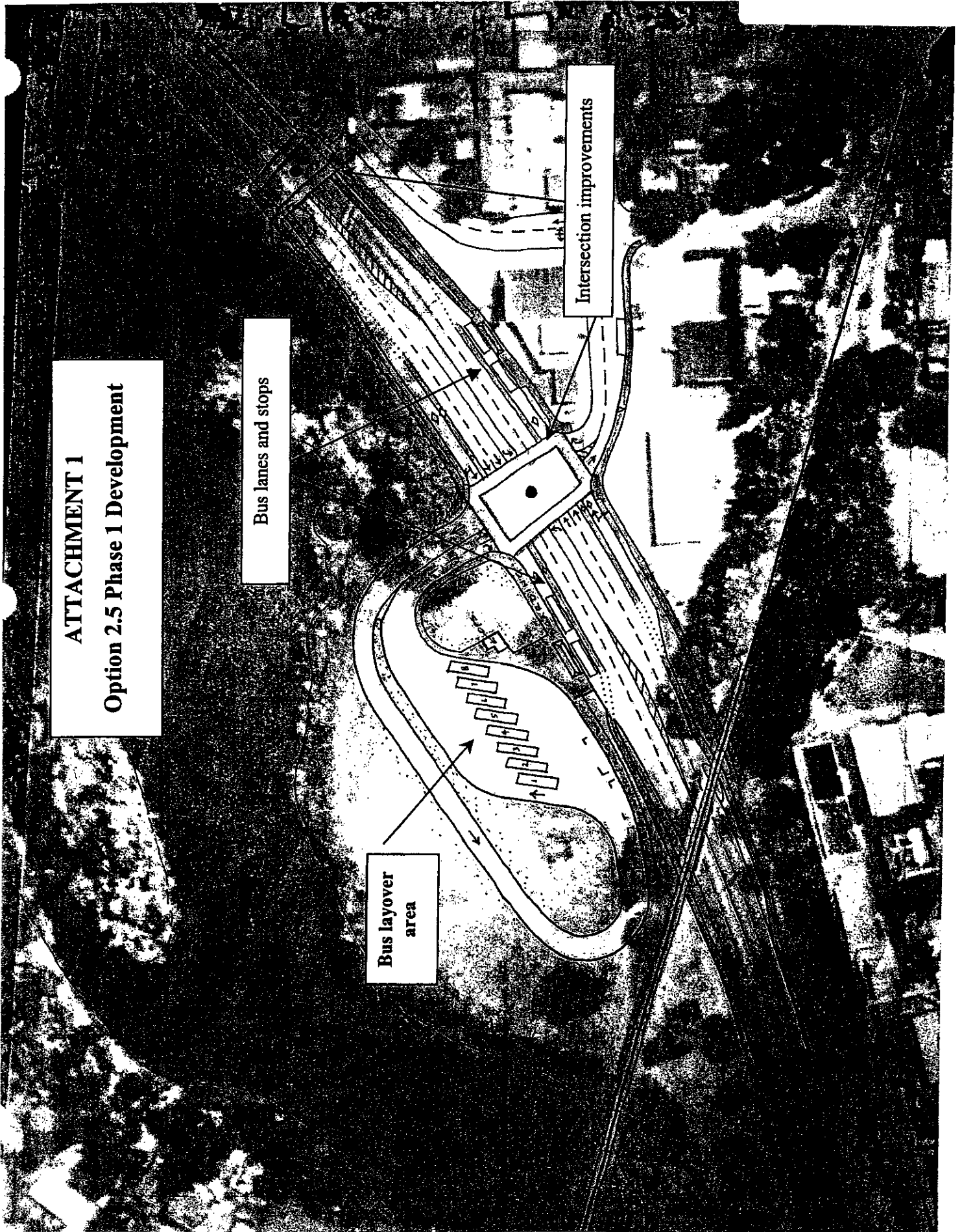
22 or 25 Phase 1 City Hall Bus Stop

**ATTACHMENT 1**  
**Option 2.5 Phase 1 Development**

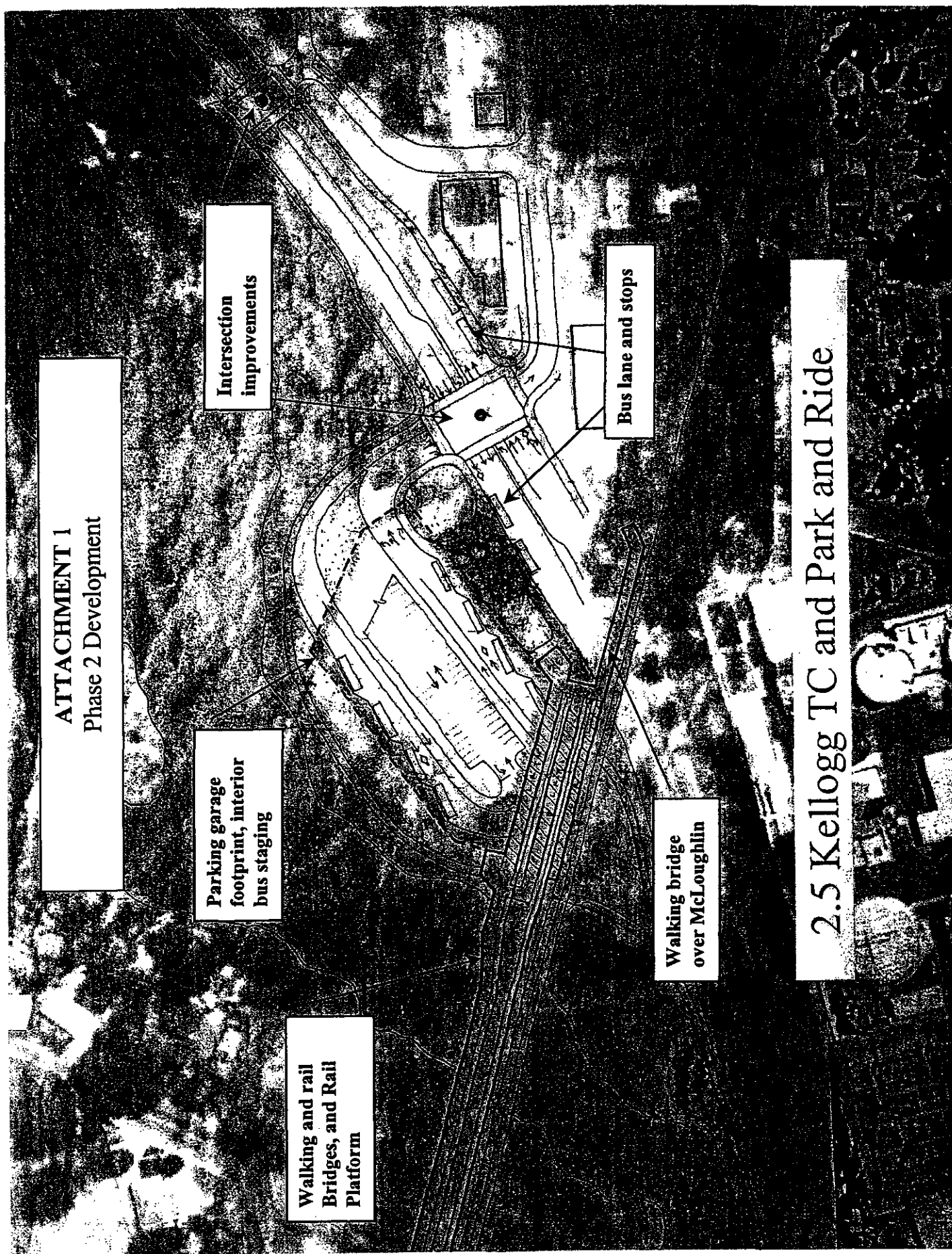
Bus lanes and stops

Intersection improvements

Bus layover  
area







**ATTACHMENT 1**  
Phase 2 Development

Intersection  
improvements

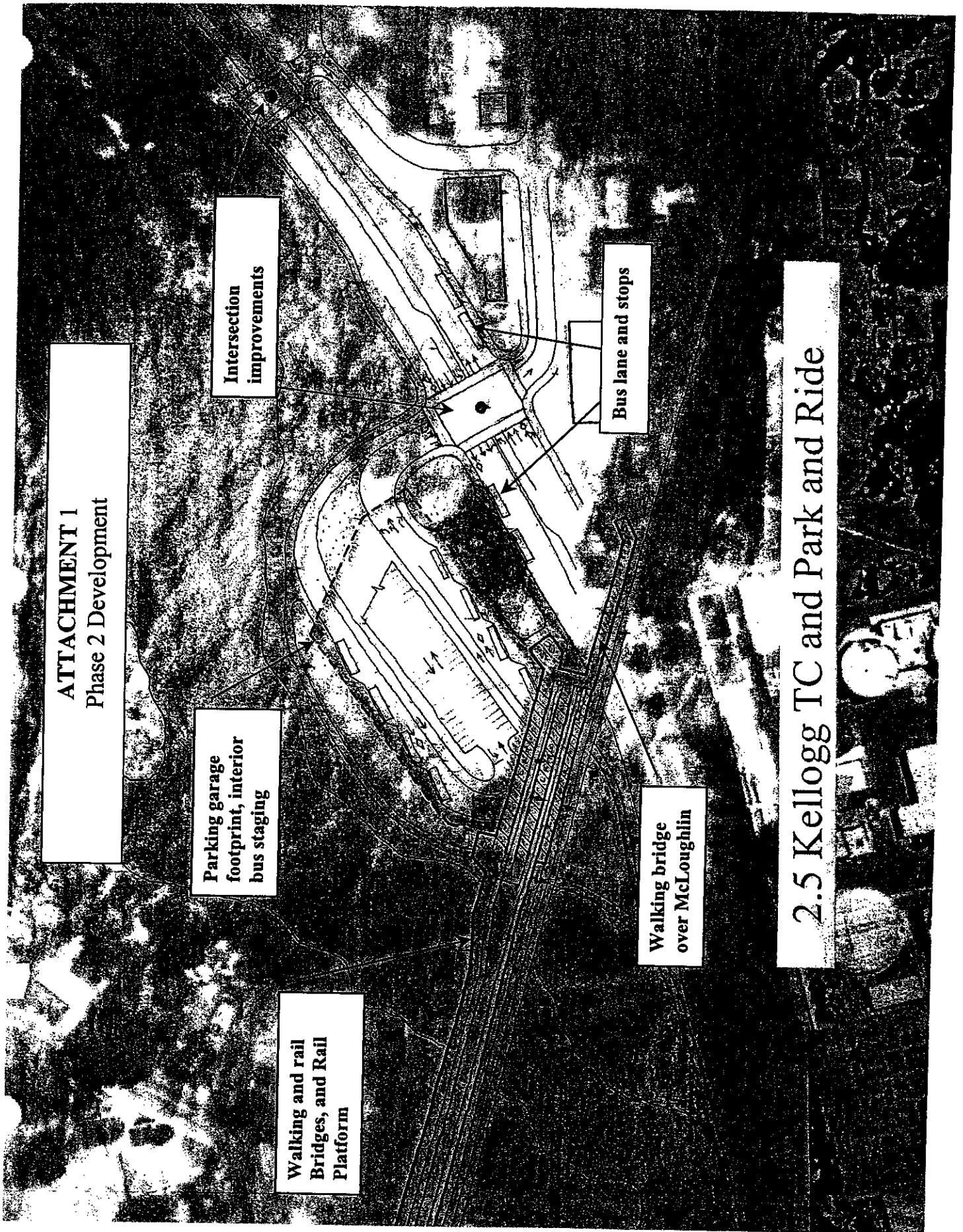
Parking garage  
footprint, interior  
bus staging

Walking and rail  
Bridges, and Rail  
Platform

Bus lane and stops

Walking bridge  
over McLoughlin

**2.5 Kellogg TC and Park and Ride**



**ATTACHMENT 1**  
Phase 2 Development

**2.5 Kellogg TC and Park and Ride**

## Attachment 2

### **Milwaukie Transit Center Working Group Decision and Recommendation to the Planning Commission**

On February 4<sup>th</sup>, 2004, the Milwaukie Transit Center Working Group met for its final consideration on the question of how to mitigate the impacts associated with the South Corridor Locally Preferred Alternative (LPA), which was adopted in spring of 2003. The LPA relocated the Milwaukie Transit Center (TC) to the Southgate Theater site, and included a light rail line that entered Milwaukie following Main Street from Tacoma to the Southgate site, where it crossed over the north industrial area to the Tillamook Branch line. The line then proceeded into downtown Milwaukie with a station behind the Waldorf School and one at the terminus of the line, 21<sup>st</sup> & Lake Road. (Refer to project maps for more detail.)

The LPA posed several problems for the property owners and business operators within the north industrial district, and for the transit center designers. Several options for mitigation were considered by the Working Group over the course of a six-month process of study, deliberation and community outreach. The Working Group was comprised of north industrial district stakeholders, downtown business stakeholders, and residential neighborhood stakeholders. Representatives from Milwaukie High School and Milwaukie Police department were also consulted.

Regular updates on the group's progress were publicized in the Milwaukie *PILOT* and provided to the Planning Commission. An open house was held on January 29<sup>th</sup> 2004 (just prior to the Working Group's decision and recommendation) to invite broad community feedback. The Working Group was supported by a resource team of design, planning, and engineering staff from TriMet, Metro, ODOT, and the City of Milwaukie. An independent facilitator was contracted by TriMet to work with the group.

Included among the options studied were some that relocated the TC in other areas of the north industrial district, some that redesigned the Main & Milport intersection to accommodate the additional type and volume of traffic associated with the TC at the Southgate location, and still other options that looked at possible locations outside of the north industrial area.

After careful review of several options, and testing them for community response, the Working Group has arrived at a consensus-based decision on where they believe the TC should go. They have also determined how they believe the light rail alignment should traverse through Milwaukie. This document articulates their decision and recommends standards and conditions that the Working Group believes should be met, in order to ensure the design and development of a facility that serves the community and the region well in the near-term and in the long-term.

## The Working Group Decision

Option 2.5 – The Kellogg Lake site was preferred by the majority of the group. Those in the minority were asked if they could live with this option under certain conditions, and they indicated that they might be able to, pending further solidification of mitigation measures and design standards.<sup>1</sup>

The group also decided to recommend a light rail alignment that follows the Tillamook Branch (TB) rail line from a light rail station, bus connection, and 600 space parking structure at Tacoma; all the way down the TB line to a light rail station and drop-off zone at Washington St. near the current Milwaukie Lumber site; that would then continue south to an elevated light rail stop across Kellogg Lake via a light rail and pedestrian bridge; where it would be joined by a bus transit center and associated 660 space parking structure just west of Kellogg Lake, but east of McLoughlin Blvd. A footbridge would continue across McLoughlin Blvd to secure a pedestrian connection to Milwaukie's riverfront and the Island Station neighborhood. There would also be two high-capacity bus stops in front of City Hall on Main Street, accompanied by several improvements to that block area.

The project features have been proposed in two phases. Generally, the first phase would relocate the transit center to the Kellogg site and include major intersection and pedestrian improvements to McLoughlin Blvd in that area, as well as the bus shelters and related improvements at Main Street in front of, and around City Hall. The second phase would include the Tacoma facility, the light rail line, the Washington St. station, the Kellogg Lake station, the train and footbridge, and the Kellogg area parking structure. (Refer to project maps for more detail.)

The goal for implementation of phase I is to have construction of the bus transit center and associated improvements underway by 2006. Implementation of phase II is more long-term, and contingent upon a regional funding package that has yet to be developed.

## Recommendation

After making their decision, the working group participants then detailed a set of mitigation, design, design-process, and community-compatibility recommendations, to be forwarded to the Milwaukie Planning Commission as follows:

- Make the light rail alignment and the transit center decision cut & dried so people can prepare for it. This will bring a sense of certainty for community members and investors who seek to plan other projects that hinge upon the resolution of this long-debated question.

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<sup>1</sup> Some of the Working Group members within the minority on this decision have since expressed an additional concern that the ensuing siting process not be rushed for the sake of political expediency. They have also urged that property owners adjacent to the newly recommended site need fair and timely access to the design and development process going forward. Generally this view is supported by all of the Working Group members, as well as the project staff team.

- Mitigate for the loss of storage, spur access and other impacts to property and business owners along the Tillamook branch line.
- In the course of further planning and design for the project, articulate how the alignment, its features and the transit center itself will affect individual properties in its vicinity.
- There is a 600 space parking structure planned for the Tacoma station, and a 660 space parking structure planned for the Kellogg TC site, both are phase II elements. Both are believed to be too small for the parking and ridership demand in the area, but at the same time, too big for the comfort level of adjacent neighborhoods with traffic and 'rogue parking' concerns. The Working Group was conflicted about the need to design for additional parking demand on balance of the need to preserve livability within the neighborhoods of Ardenwald, Historic Milwaukie and Island Station. Nonetheless, the group agreed to go forward with the current planning assumptions of 600 and 660 spaces as noted above. Through several discussions with the region and the City of Milwaukie the following points, specific to the issue of neighborhood livability, have been agreed upon:
  - The parking structures should be approached with context-sensitive design, a concern for user-safety and an ongoing assessment of their emerging traffic impacts in conversation with the surrounding neighborhoods.
  - The impact of 'rogue parking' to the neighborhood surrounding the Washington St light rail station must be met with an aggressive parking management program.
  - The Washington St. light rail station should include a drop-off zone.
  - Signage and way-finding elements should be installed to guide commuters away from adjacent neighborhoods and toward appropriately designated parking and drop-off areas.
  - Traffic and parking activity should be monitored and assessed between phase I and phase II, in concert with the City's commitment to implement a neighborhood traffic-calming and parking management program for the Historic Milwaukie Neighborhood. This should also be done for the Ardenwald neighborhood to stay abreast of associated cut-through traffic on Johnson Creek Blvd.
  - The City's efforts to consider and resolve existing and future cut-through traffic conflicts on neighborhood streets between 99E and Hwy 224, including but not limited to Harrison, Monroe, Washington, and Lake Road, will require collaboration with the neighborhood and the region. The region and the neighborhood should support the city's efforts to lead this in phase I, and continue it in phase II, in accordance with impacts that can be associated with phase II features.

- The design for these facilities should perform in the long term.
- In general the city and the region should be vigilant about identifying additional commuter parking opportunities in the north industrial and downtown areas of Milwaukie. The Working Group believes parking will always be in short supply as Milwaukie and the surrounding region grows.
- The bus stop design and associated improvements for the area around City Hall are great in concept, but the Main St. bus shelters must be attractive, safe, context-sensitive (given the historic elements of the downtown area) and technologically state of the art.
- The Working Group strongly supports the proposal by TriMet to organize a Public Safety Advisory committee that would provide recommendations to the project team, during both phase I and phase II of the project design. They would like to see both a faculty and student representative from Milwaukie High School serve on this committee<sup>2</sup>.
- The Kellogg transit center must have more than one ingress/egress on the site to enable emergency access<sup>3</sup>.
- The City and community should consider active, convenience-type, commercial-use viability around the Tacoma, Washington, and Kellogg light rail station sites where economic development and public safety could be advanced by such, and it does not conflict with Milwaukie's downtown and riverfront plan, or traffic flow standards for those areas.<sup>4</sup>
- The Working Group supports the City's continued efforts to optimize the land use and circulation system in the north industrial area. They would like to see the community and the region find a way to fix the Milport intersection.

Finally, the Working Group has learned in the course of their hard work over the past six months, that coordination between the local jurisdictions, the community of Milwaukie and the regional agencies is key to the successful development of many elements of this transit service plan and design. They appreciate the effort that has gone into this project from both citizen volunteers and agency staff. They believe this kind of collaboration is

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<sup>2</sup> Milwaukie Public Safety Advisory Committee member, Dolly Macken Hambright, who is also a Working Group member, has suggested that the existing PSAC take on this role rather than creating a new committee, incorporating new members into the PSAC who may want to problem-solve this issue.

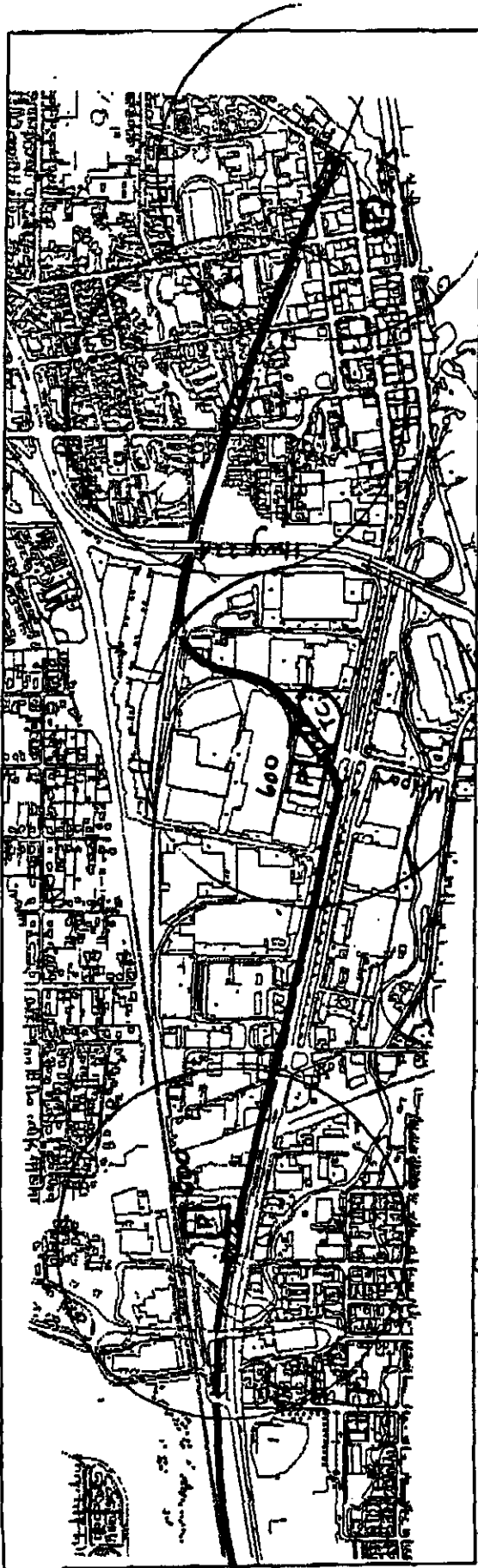
<sup>3</sup> ODOT staff supporting the Working Group has noted that the feasibility of this recommendation would be contingent upon more specific design review and associated technical and budgetary considerations.

<sup>4</sup> City of Milwaukie and ODOT staff have both cautioned that such uses should be limited to transit-serving uses in the Tacoma and Kellogg locations, subject to conformance with local and regional plans, area traffic standards and access management rules.

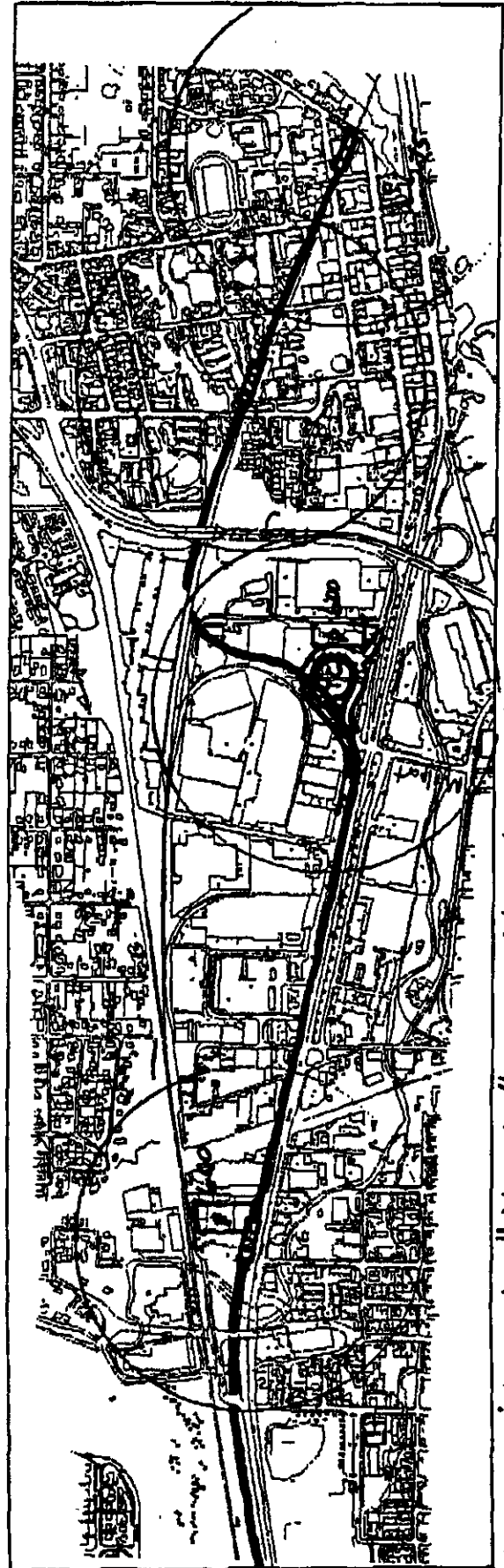
paramount for continued progress, and it should be a guiding principle throughout the process of planning and building this project.

# ATTACHMENT 5

To: John Gessner

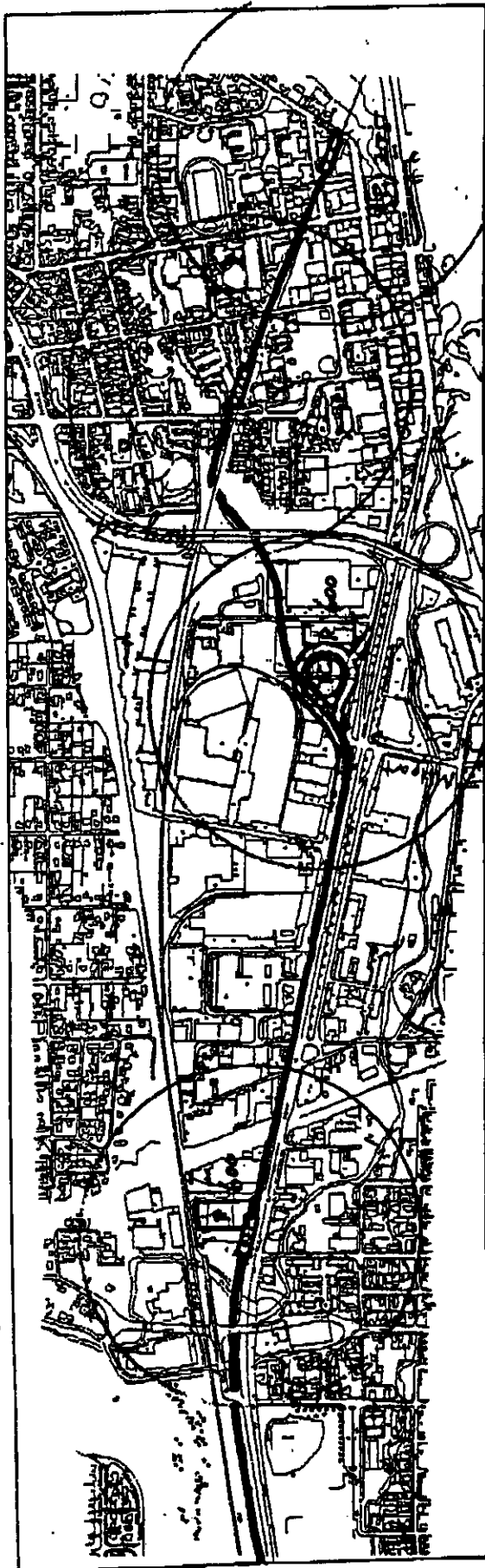


1.1 Locally Preferred Alignment (LPA)

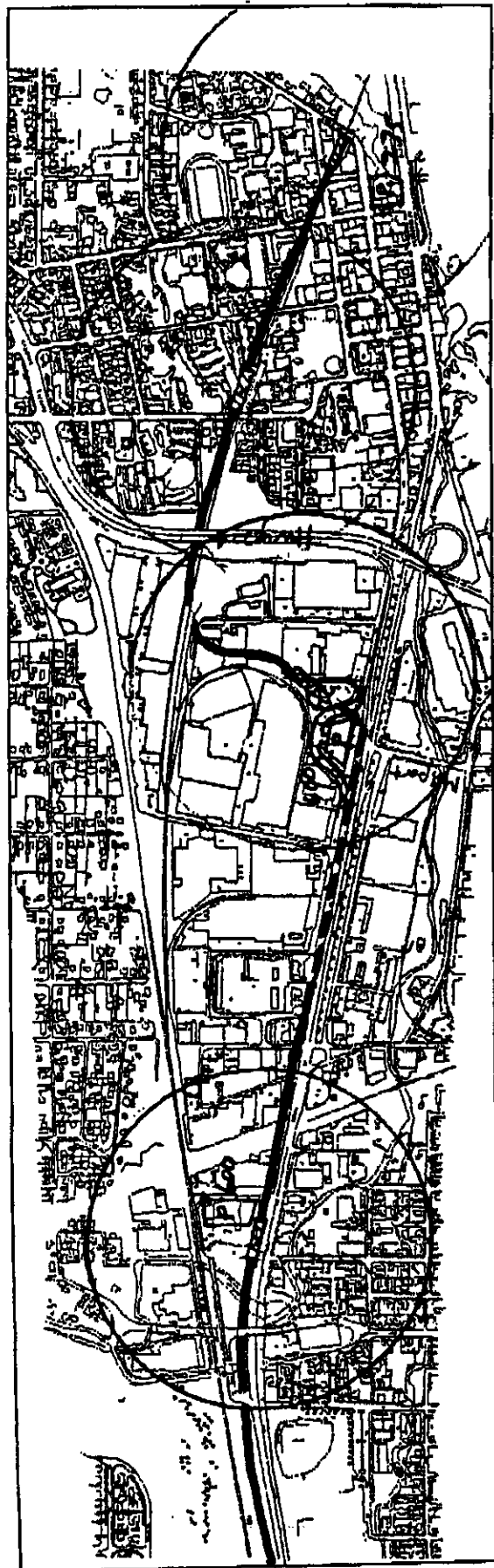


1.2 Milpurt "Hook" via Harder Alignment

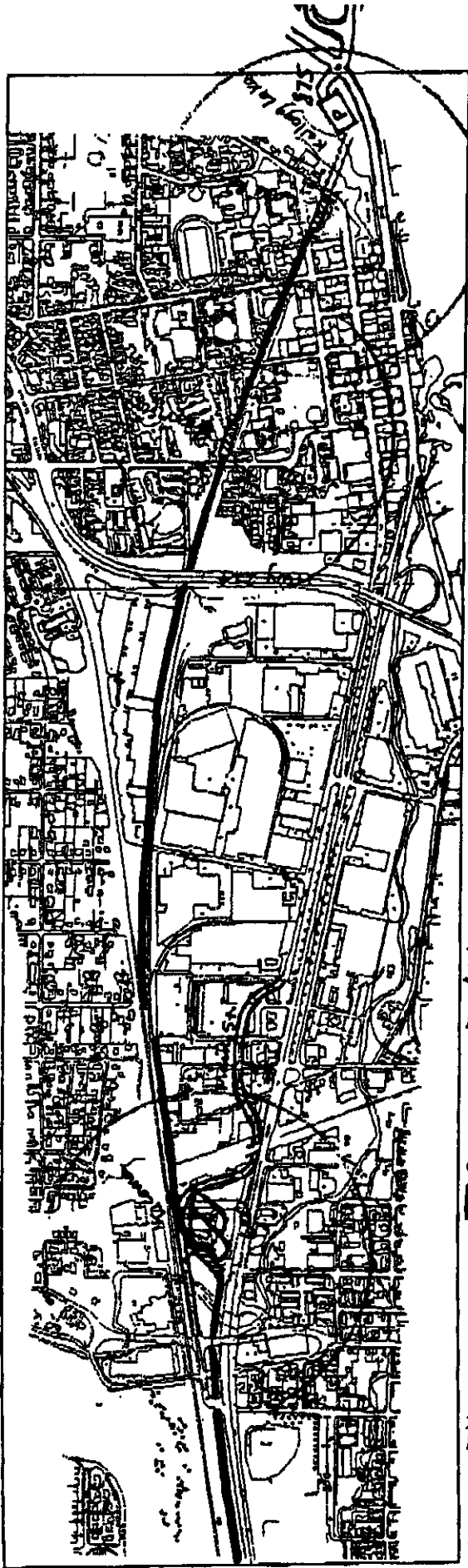




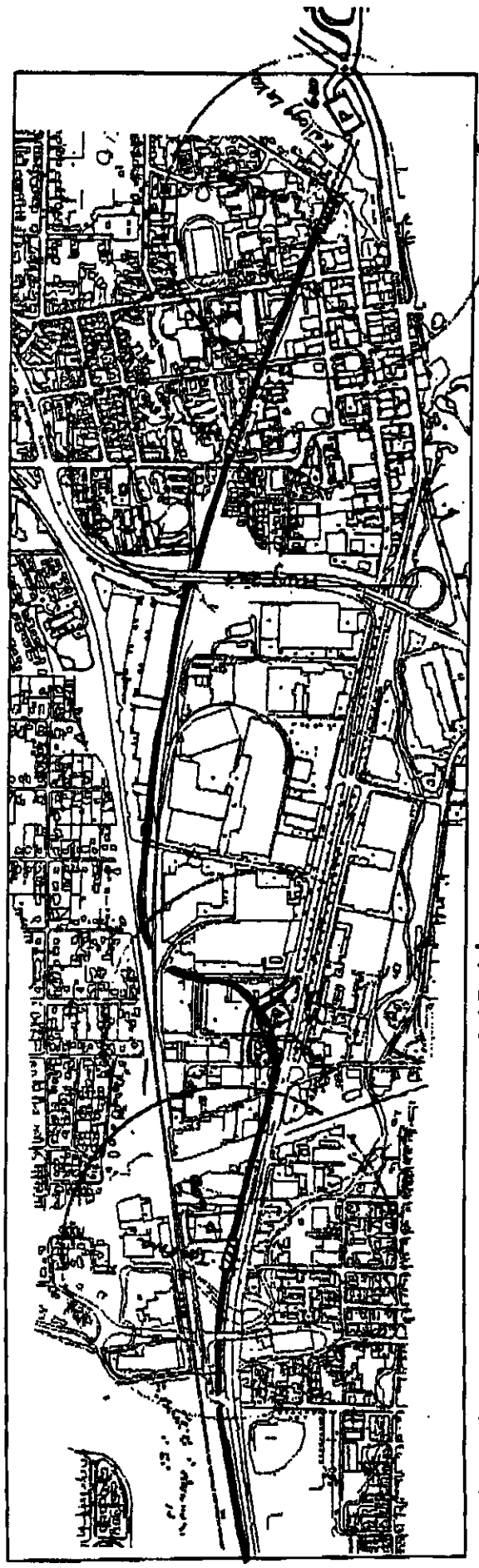
1.3 Milport "Hook" via Hwy 224



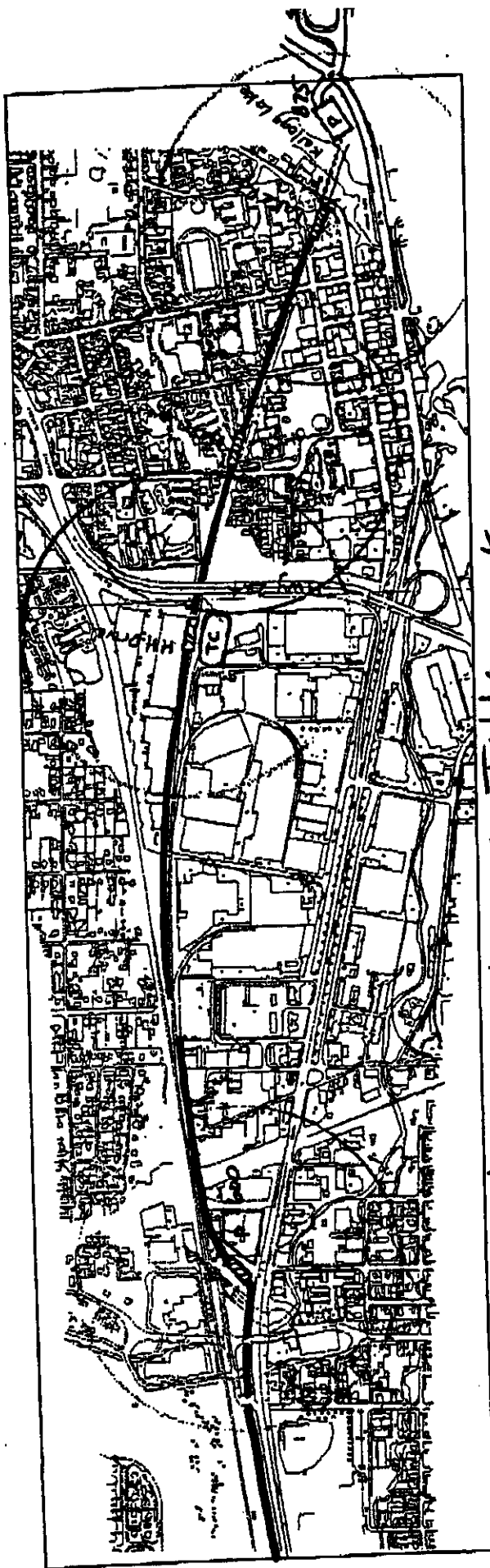
1.4 Elevated LRT with Milport "fix"



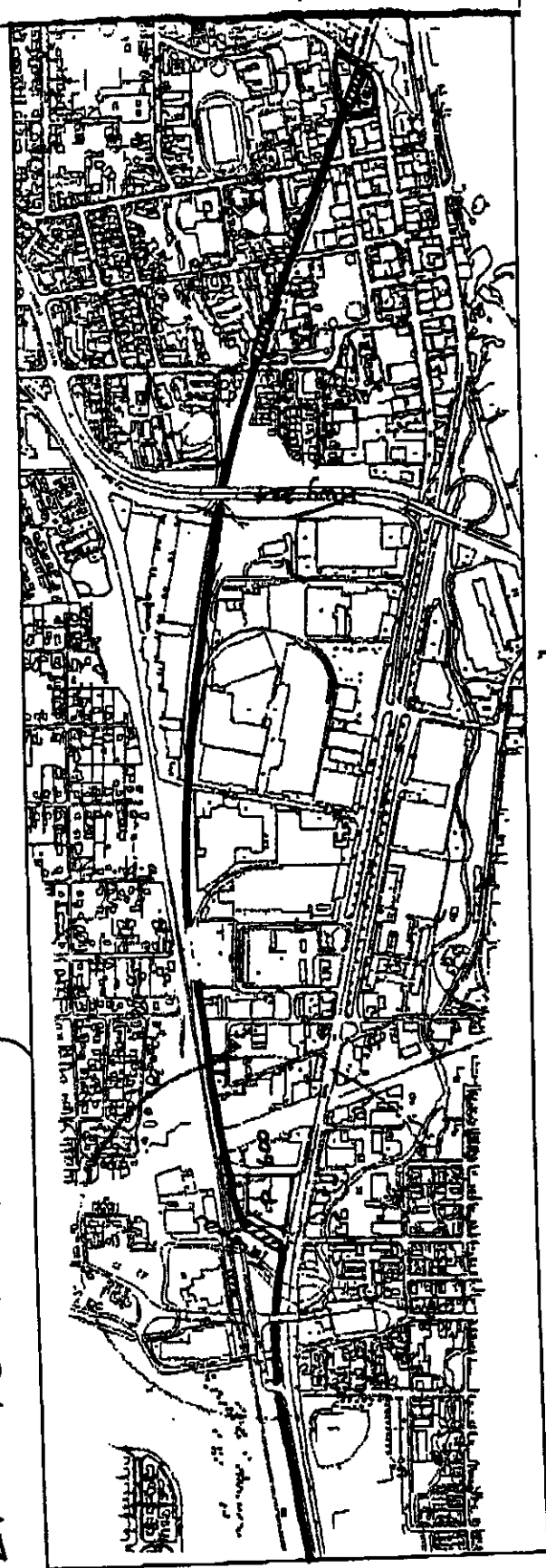
2.1 Tacoma TC via Tillamook



2.2 ODOT TC via Tillamook

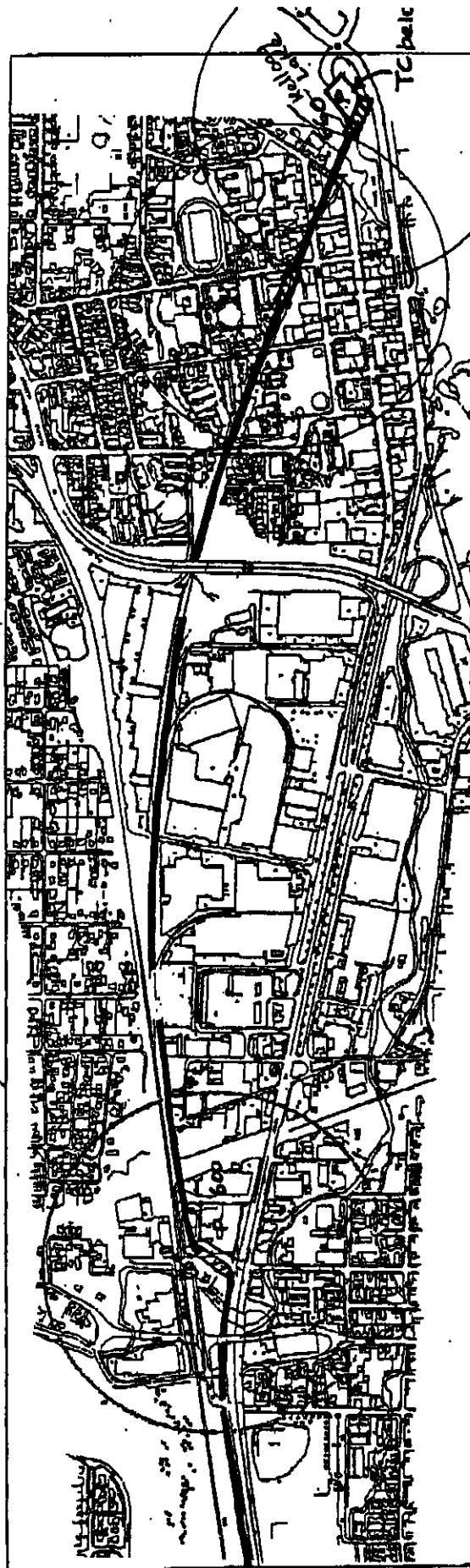


2.3 TC on Heiberg site via Tillamook



2.4 Downtown TC on PO site

TOTAL P.05



2.5 Kellogg Transit Center

## ATTACHMENT 6

# Milwaukee Transit Center Evaluation Factors For Discussion

Milwaukee Transit Center  
Working Group  
November 13, 2003

Milwaukee Transit Center Evaluation of Transit Center Options		Key to Scoring 5 Best/Most Preferred    3 OK/Acceptable    1 Worst/Least Preferred							
Evaluation Factors	Implementation	Mitigation Options via Main Street				Mitigation Options via Hillamook Branch			
		1.1 LPA mitigated	1.2 Milport "hook" via Harlan alignment	1.3 Milport "hook" via new Hwy. alignment	1.4 Elevated LRT with Milport flyover	2.1 Transit TC via Hillamook	2.2 ODOT TC via Hillamook	2.3 Harder TC via Hillamook	2.4 Downtown TC on PO site
Local Concerns	1. Involvement of add'l. stakeholders (Michelle Gregory)	5	4	3	3	2	2	2	1
	2. Supportive of local land use objectives (John Gessner)	2	2	2	2	2	2	2	4
	3. Loss of developable acreage & taxes (Michael Fisher)	2	1	1	2	4	5	4	5
	4. Loss of existing businesses (Michael Fisher)	2	2	2	2	4	4	3	3
	5. Degradation of business sites (Michael Fisher)	1	2	2	4	5	4	5	5
	6. Loss of parking (Michael Fisher)	1	3	3	4	5	5	5	4
	7. Potential for rogue parking (John Gessner)	3	3	3	3	3	3	3	3
	8. Traffic delay (Dave Unsworth)	1	3	3	3	4	4	4	4
	9. Access & circulation / trucks (Dave Unsworth)	1	4	4	4	2	3	3	3

	10. Traffic infiltration (Dave Unsworth)	3	3	3	3	3	3	3	3	3
	11. Fixes Milport /McLoughlin (Dave Unsworth)	1	4	4	4	3	2	2	3	3

Transit	12. Land use within 1/3 mile of TC (Dave Unsworth)	3	3	3	3	3	3	3	2	4
	13. Transit rider safety & security at TC (Michael Fisher)	3	3	3	2	3	3	2	2	4
	14. Ease of transfer between modes (Michael Fisher)	4	3	3	4	3	3	3	3	4
	15. Meets TC site selection criteria (Michael Fisher)	2	3	3	3	2	2	2	2	4
	16. Emergency access to site (Michael Fisher)	3	4	4	4	4	4	2	2	5
	17. Ecosystems impacts (Dave Unsworth)	5	5	2	5	2	2	2	2	2
Environmental	18. Historic impacts (Dave Unsworth)	3	3	3	2	4	3	3	3	4
	19. Visual impacts (Dave Unsworth)	3	3	3	1	3	3	4	4	4
Cost	20. Capital costs (Michael Fisher)	4	3	3	1	5	4	4	4	5
	21. Transit operating costs / potential loss of service (Michael Fisher)	3	3	3	3	1	1	2	2	5

Updated November 12, 2003

# I. Stakeholder Analysis of Options Matrix for Milwaukie TC and LRT Alignment

1 = greatest degree of new stakeholder outreach, change in current stakeholder position and ensuing public process.

5 = least degree of new stakeholder outreach, change in current stakeholder position and ensuing public process.

*These ratings have no technical dimension and they do not characterize how the options perform. They do attempt to measure how an option may present political, negotiating, partnering and implementation challenges. LPA is the base case, because it assumes that the all or most of the current stakeholders are involved in the implementation/mitigation process; or that the current process is on track to reach all stakeholders for the LPA. Shifting focus to other options or narrowing to eliminate the LPA will necessitate varying degrees of public process in a community where the subject matter has a track record of controversy.*

Options → Stakeholder Impact ↓	1.1 LPA	1.2 Milport Hook via Harder	1.3 Milport Hook via new Hwy 224 tunnel	1.4 Elevated LRT with Milport fix	2.1 Tacoma TC via Tillamook	2.2 ODOT TC via Tillamook	2.3 Heiberg via Tillamook	2.4 Downtown TC@ Post Office Site Via Tilla.
Who Cares:	North Industrial property owners & occupants near alignment esp Irradio, Oregon Worsted, Harder for displacements  owner of Cashspot property  Neighborhoods (AR, LE, LI, LR, HM, HC, IS)  COM, ODOT, TriMet, Metro,	same	Natural resource interests & advocates.  HM residents abutting natural area	Viewshed abutters to the east & west.	NI property owners/occupan ts affected by Main St extension  Island Station, Oak Grove defense  City of Portland  Three Bridges group  Kellog Creek Restoration Team	Historic Resource interests & advocates  Island Station, Oak Grove defense  Three Bridges group  Kellog Creek Restoration Team	Historic Resource interests & advocates  Milwaukie Lumber  Post office  Island Station, Oak Grove defense  Natural resource	Post Office & its users  Archery biz and nearby businesses or landowners (e.g. Darkhorse, Grahams, Bernard's Garage, etc. there are many more)  Island Station, Lake Road, Oak Grove defense  Natural resource interests & advocates  possibly Historic resource interests & advocates (trestle)



	RR					Natural resource interests & advocates	Natural resource interests & advocates	interests & advocates	Milw. Riverfront Board
	Waldorf, LR station abutters general public, transit users					Commuter Rail interests	New crossover abutters Commuter Rail interests	Three Bridges Group Kellogg Creek Restoration Team Commuter Rail interests	Sewer plant operators & County, Surrounding schools Kellogg Creek Restoration Team Commuter Rail interests
Who Still Cares: but has a significant change of interest		Oregon Worsteds, Transit Users, ODOT	Oregon Worsteds, Transit Users, ODOT, RR, COM, Metro, Heiberg	Oregon Worsteds, Irridio, ODOT, RR, COM	Ardenwald, Oregon Worsteds, Andersen, NI property owners/occupants with spur usage, COM, ODOT, RR	Ardenwald, Oregon Worsteds, NI property owners/occupants w/ spur usage, COM, ODOT, RR	Ardenwald, Heiberg, Ardenwald, Harder, Trammel Crow, NI property owners/occupants w/ spur usage, COM, ODOT, TrMet, Waldorf	Heiberg, Ardenwald, Harder, Trammel Crow, NI property owners/occupants w/ spur usage, COM, ODOT, TrMet, Waldorf	Ardenwald, COM, ODOT, TrMet, Metro, NI property owners/occupants w/ spur usage
Who Drops out		Irridio	Irridio, Harder, Trammel Crow	NI property owners or occupants with surface trans interface and pkg. concerns	NI property owners/occupants with LPA alignment & intersection issues, Cashspot owner	NI Property owners/occupants with LPA alignment & intersection issues, Cashspot owner	NI Property owners/occupants with LPA alignment & intersection issues, Cashspot owner	NI Property owners/occupants with LPA alignment & intersection issues, Cashspot owner	NI Property owners/occupants with LPA alignment & intersection issues, Cashspot owner
1-5 rating	5	4	3	3	3-2	2	2	2	1

4. Supportive of Land Use Objectives  
Local

	1.1	1.1 LPA Comments	1.2	1.2 Hamster Wheel Comments	1.3	1.3 Hamster Wheel w/ 224 Tunnel Comments	1.4	1.4 Elevated w/ Milport Fix Comments
Housing, Neighborhoods & Land Use	3.5	Reduced risk of rogue parking due to P&R location; Harrison Street & Lake Road stations support neighborhood policies.	3.5	Same as 1.1	3.5	Same as 1.1 & 1.2	3.5	Same as 1.1, 1.2, & 1.3
Transportation & Transit	1	Not consistent w/ policy for preference to locate in DT; unmitigated impacts are counter to truck freight policies	1	Same as 1.1 except improved score for mitigation of Milport intersection & truck movements	1	Same as 1.1 except improved score for mitigation of Milport intersection & truck movements	2	Same as 1.1 except improved score for mitigation of Milport intersection & truck movements
Downtown & Economic Development Policies	1	does not support DT or industrial policies; loss of industrial lands; impacts to businesses	1	Larger footprint than 1.1 increases impacts to industrial base. Does not support DT policies.	2	Similar to 1.1 & 1.2 but saves Harder Mechanical	1	Similar to 1.1, 1.2; impacts Harder

Adjusted Score	2
Cumulative Score	5.5

2
5.5

2
6.5

2
6.5

	2.1	2.1 Tacoma TC via Tillamook Comments*	2.2	2.2 ODOT TC Comments	2.3	2.3 Heiberg Comments	2.4	2.4 Downtown Comments
Housing, Neighborhoods & Land Use	3.5	Same as 1.1, 1.2, & 1.3 except possible increase in traffic impacts in Ardenwald requiring improvements	3.5	Same as 1.1, 1.2, & 1.3 except possible increase in traffic impacts in Ardenwald requiring improvements	3.5	Same as 1.0 Series	3.5	Better access to neighborhoods than 1.0 series.
Transportation & Transit	2	Good bike/ped access from Springwater Corridor; Regional Streets provide access (JCB & 99); Fewer freight & truck issues	2	Same as 1.4 for the most part.	2		3.5	Supports transportation policies. Even though Washington & Monroe are collectors, traffic operations may not be consistent with neighborhood livability policies.
Downtown & Economic Development Policies	1	Does not support DT Policies.	1	Does not support DT Policies.	1	Does not support DT Policies.	5	Consistent with DT, economic development, and protection of industrial lands policies.
<b>Adjusted Score</b>			2	2	2		4	
Cumulative Score			6.5	6.5	6.5		12	

## Milwaukie Transit Center Options

## 3. Evaluation Factor: Loss of developable land and tax revenue

Draft: November 11, 2003

Mitigation Option	Displaced Property	Acreage	Property Taxes	Evaluation Score
Option 1.1 LPA	Goodwill	7.8 Acres	\$14,231	2
	Thomason	1.2 Acres	\$15,389	
	Monson / Iridio	1.3 Acres	\$17,047	
	Southgate Theatre	3.9 Acres	\$18,327	
	Harder Mechanical	2.8 Acres	\$23,860	
	Adams St office	0.1 Acre	\$2,684	
	Washington Street block	1.0 Acre	\$12,010	
	<b>Totals Option 1.1</b>	<b>18.1 Acres</b>	<b>\$103,548</b>	
Option 1.2 Milport Hook via Harder	Goodwill	7.8 Acres	\$14,231	1
	Thomason	1.2 Acres	\$15,389	
	Southgate Theatre	3.9 Acres	\$18,327	
	Hannah North	7.5 Acres	\$51,030	
	Harder Mechanical	2.8 Acres	\$23,860	
	Adams St office	0.1 Acre	\$2,684	
	Washington Street block	1.0 Acre	\$12,010	
	<b>Totals Option 1.2</b>	<b>24.3 Acres</b>	<b>\$137,531</b>	
Option 1.3 Milport Hook via Turner	Goodwill	7.8 Acres	\$14,231	1
	Thomason	1.2 Acres	\$15,389	
	Southgate Theatre	3.9 Acres	\$18,327	
	Hannah North	7.5 Acres	\$51,030	
	Hannah South (partial)	1.0 Acre	\$5,901	
	Adams St office	0.1 Acre	\$2,684	
	Washington Street block	1.0 Acre	\$12,010	
	<b>Totals Option 1.3</b>	<b>22.5 Acres</b>	<b>\$119,572</b>	
Option 1.4 Elevated IRT with Milport	Goodwill	7.8 Acres	\$14,231	2
	Thomason	1.2 Acres	\$15,389	
	Monson / Iridio	1.3 Acres	\$17,047	
	Southgate Theatre	3.9 Acres	\$18,327	
	Harder Mechanical	2.8 Acres	\$23,860	
	Adams St office	0.1 Acre	\$2,684	
	Washington Street block	1.0 Acre	\$12,010	
	<b>Totals Option 1.4</b>	<b>18.1 Acres</b>	<b>\$103,548</b>	

Mitigation Option	Displaced Property	Acreage	Property Taxes	Evaluation Score
Option 2.1 Tacoma TC via Tillamook	Goodwill	7.8 Acres	\$14,231	4
	Pendleton	2.6 Acres	\$28,250	
	Adams St office	0.1 Acre	\$2,684	
	City of Milwaukie (Kellogg Lake)	3.5 Acres		
	Totals Option 2.1	10.5 Acres *	\$45,165	
Option 2.2 ODOT TC via Tillamook	Goodwill	7.8 Acres	\$14,231	5
	ODOT	8.7 Acres	\$0	
	Adams St office	0.1 Acre	\$2,684	
	City of Milwaukie (Kellogg Lake)	3.5 Acres	\$0	
	Totals Option 1.2	7.9 Acres */**	\$16,915	
Option 2.3 TC on Heiberg site	Goodwill	7.8 Acres	\$14,231	4
	Heiberg (partial)	1.0 Acre	\$2,417	
	Adams St office	0.1 Acre	\$2,684	
	Milwaukie Lumber	0.4 Acre	\$3,207	
	Post Office block	0.5 Acre	\$6,936	
	City of Milwaukie (Kellogg Lake)	3.5 Acres		
	Totals Option 2.3	9.8 Acres *	\$29,475	
Option 2.4 Downtown TC on PO office site	Goodwill	7.8 Acres	\$14,231	5
	Adams St office	0.1 Acre	\$2,684	
	Post Office block	0.5 Acre	\$6,936	
	City of Milwaukie (Kellogg Lake)	3.5 Acres		
	Totals Option 2.4	8.4 Acres *	\$23,851	

\* Does not include Kellogg Lake property in public ownership by the City of Milwaukie

\*\* Does not include ODOT property in public ownership.

Milwaukie Transit Center Options  
**4. Evaluation Factor: Loss of existing businesses**  
 Draft: November 11, 2003

Mitigation Option	Property	Displaced Business	Evaluation Score
Option 1.1 EPA	Goodwill	Goodwill Industries	2
	Thomason	The Upholstery Shop	
	Monson / Iridio	Iridio	
	Harder Mechanical	Harder Mechanical	
	Adams St office	Vacant and For Sale	
	Washington Street block	Bolouri Denistry Cash Spot	
	<b>Totals Option 1.1</b>	<b>6 businesses</b>	
Option 1.2 Milport Hook via Harder	Goodwill	Goodwill Industries	2
	Thomason	The Upholstery Shop	
	Hannah North	R & R Textiles Corinthian Rug and Carpet	
	Harder Mechanical	Harder Mechanical	
	Adams St office	Vacant and For Sale	
	Washington Street block	Bolouri Denistry Cash Spot	
	<b>Totals Option 1.2</b>	<b>7 businesses</b>	
Option 1.3 Milport Hook via Tunnel	Goodwill	Goodwill Industries	2
	Thomason	The Upholstery Shop	
	Hannah North	R & R Textiles Corinthian Rug and Carpet	
	Adams St office	Vacant and For Sale	
	Washington Street block	Bolouri Denistry Cash Spot	
	<b>Totals Option 1.3</b>	<b>6 businesses</b>	
Option 1.4 Elevated LRT with Milport box	Goodwill	Goodwill Industries	2
	Thomason	The Upholstery Shop	
	Monson / Iridio	Iridio	
	Harder Mechanical	Harder Mechanical	
	Adams St office	Vacant and For Sale	
	Washington Street block	Bolouri Denistry Cash Spot	
	<b>Totals Option 1.4</b>	<b>6 businesses</b>	

Mitigation Option	Property	Displaced Business	Evaluation Score
Option 2.1 Tacoma IC via Tillamook	Goodwill	Goodwill Industries	4
	Pendleton	Woolen Mill Shop	
	Adams St office	Vacant and For Sale	
	<b>Totals Option 2.1</b>	<b>2 businesses</b>	
Option 2.2 ODOT TC via Tillamook	Goodwill	Goodwill Industries	4
	Pendleton	Woolen Mill Shop	
	ODOT	State of Oregon agency	
	Adams St office	Vacant and For Sale	
	<b>Totals Option 1.2</b>	<b>2 businesses</b>	
Option 2.3 IC on Heiberg site	Goodwill	Goodwill Industries	3
	Adams St office	Vacant and For Sale	
	Milwaukie Lumber	Milwaukie Lumber	
	Post Office block	On Target Archery US Post Office	
	<b>Totals Option 2.3</b>	<b>4 businesses</b>	
Option 2.4 Downtown IC on PO office site	Goodwill	Goodwill Industries	3
	Adams St office	Vacant and For Sale	
	Post Office block	On Target Archery US Post Office	
	<b>Totals Option 2.4</b>	<b>3 businesses</b>	

\* Does not include Kellogg Lake property in public ownership by the City of Milwaukie

\*\* Does not include ODOT property in public ownership.

## Milwaukee Transit Center Options

## 5. Evaluation Factor: Degradation of business sites

Draft: November 5, 2003

Degradation of sites of existing businesses that remains	Mitigation Options via Main Street					Mitigation Options via Hillamook Branch			
	1.1 LPA (unmitigated)	1.2 Wilson Hook with Harden alignment	1.3 Wilson Hook with New Hwy 222 bridge	1.4 Elevated LPA with Major IT	2.1 Tacoma-IT via Hillamook	2.2 ODOJ-IT via Hillamook	2.3 Harden-IT via Hillamook	2.4 Downtown-IT on PO site	
• Reduce access (closures of streets) to businesses	✖								
• Loss of convenient parking next to business	✖	✖	✖						
• Loss of landscaping	✖	✖	✖						
• Required closure of loading docks	✖	✖	✖						
• Increased delay due to new gated rail crossing	✖	✖	✖			✖			
• Reduced visibility of businesses from public streets				✖					
• Evaluation (1-5)	1	2	2	4	5	4	5	5	



Milwaukie Transit Center Options  
**6 . Evaluation Factor: Loss of parking**  
 Draft: November 5, 2003

Mitigation Option	Location of parking	Loss of Parking	Replacement Parking	Evaluation Score
<b>Option 1.1 LPA</b>	Holman	7	0	1
	Oregon Transfer	20	0	
	WW Metal Fab	24	0	
	Main Street (on-street)	58	0	
	<b>Totals Option 1.1</b>	<b>109</b>	<b>0</b>	
<b>Option 1.2 Milport Hook via Harder</b>	Holman	7	22	3
	Oregon Transfer	20	14	
	WW Metal Fab	24	0	
	Main Street (on-street)	58	-	
	Next door to Iridio		68	
	<b>Totals Option 1.2</b>	<b>109</b>	<b>104</b>	
<b>Option 1.3 Milport Hook via Tunnel</b>	Holman	7	22	3
	Oregon Transfer	20	14	
	WW Metal Fab	24	0	
	Main Street (on-street)	58	0	
	Next door to Iridio	0	68	
	<b>Totals Option 1.3</b>	<b>109</b>	<b>104</b>	
<b>Option 1.4 Elevated LRT with Milport fix</b>	Main Street (on-street)	12	0	4
	<b>Totals Option 1.4</b>	<b>12</b>	<b>0</b>	
<b>Option 2.1 Tacoma TC via Tillamook</b>		0	0	5
	<b>Totals Option 2.1</b>			
<b>Option 2.2 ODOT TC via Tillamook</b>		0	0	5
	<b>Totals Option 2.2</b>			
<b>Option 2.3 TC on Heiberg site</b>		0	0	5
	<b>Totals Option 2.3</b>			
<b>Option 2.4 Downtown TC on PO office site</b>	Lake Road	9	47 spaces on 21 <sup>st</sup> and Jackson	4
	21st	13		
	Adams	6		
	<b>Totals Option 2.4</b>	<b>28</b>		

## Milwaukie Transit Center Alternatives

### Summary of Transportation Measures of Performance

#### 8. Traffic Delay

- Trip Generation
- Intersection Performance

##### *Finding:*

Alternative 1.1 has level of service F conditions and operational problems at McLoughlin/Milport. Alternatives 1.2, 1.3 and 1.4 mitigate those problems to minimally acceptable levels. Alternatives 2.1 through 2.4 have the intersection of McLoughlin/River near capacity but an alternative that splits intersection geometry similar today (as a couplet) would result in LOS B conditions.

##### *Rating:*

Alt.	1.1	1.2	1.3	1.4	2.1	2.2	2.3	2.4
Score	1	3	3	3	3	3	3	3

#### 9. Access & Circulation/Trucks

- Out of Direction Travel
- Access Spacing
- Queuing

##### *Finding:*

Alternative 1.1 has little out of direction travel but compresses the rail crossing and station access into a congested location at Main/Milport. Access spacing is non-compliant. Queues substantially exceed available space on Milport. Alternatives 1.2, 1.3 and 1.4 not only eliminate the complexity of the LRT crossing and station access, but have compliant access spacing and adequate queue storage – better than existing. However, they produce out of direction travel. Alternatives 2.3 through 2.4 have no out of direction issues, 2.1 through 2.4 have conforming access on McLoughlin for the Kellogg parking facility, leave the non-compliant access alone at Milport/Main and Alternative 2.4 has non-compliant access on 21<sup>st</sup> and Main. Queues on River Road extend south beyond the couplet point. Alternatives 2.1 and 2.2 have out of direction issues associated with the transit center locations being north of downtown.

##### *Rating:*

Alt.	1.1	1.2	1.3	1.4	2.1	2.2	2.3	2.4
Score	1	4	4	4	2	3	3	3

#### 10. Traffic Infiltration

- Traffic Volume Differences on Key Routes
- Direction of Approach

##### *Finding:*

The Southgate options have greater impact on Harrison Street. The potential for added traffic on Washington Street and River Road increases with the Kellogg Park and Ride. The amount of added traffic, accounting for background growth in the no-build, trips attracted to LRT and vehicles arriving to the park and ride amounts to a difference ranging from 50 to 100 vehicles in the peak two period. This impact would not be considered a fatal flaw but may be worthy of possible mitigation consideration in final design. The general direction of approach becomes more from the south with the Kellogg site than the Southgate site.

##### *Rating:*

Alt.	1.1	1.2	1.3	1.4	2.1	2.2	2.3	2.4
Score	3	3	3	3	3	3	3	3

#### 11. Fixes Milport/McLoughlin

##### *Rating:*

Alt.	1.1	1.2	1.3	1.4	2.1	2.2	2.3	2.4
Score	1	4	4	4	3	2	2	3

# TRANSPORTATION EVALUATION BACKGROUND

## 8a. Vehicle Trip Generation

### Transit Center Characteristics

Option	Number of Parking Spaces at each Station		
	Tacoma	TC Site	Lake/Kellogg
1.1 LPA	600	600	275
1.2 Hook A	600	600	275
1.3 Hook B	600	600	275
1.4 Elevated	600	600	275
2.1 Tacoma	600	*	875
2.2 ODOT	600	200	675
2.3 Heiberg	600	0	875
2.4 Kellogg	600	*	875

\* - Parking provided at Tacoma or Kellogg as noted

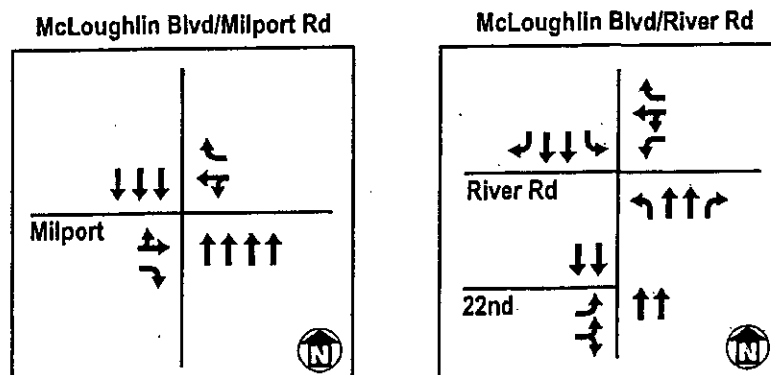
### Trip Generation of Transit Center: PM Peak Hour Vehicle Trips

Option	Tacoma Park-and-Ride Site	Southgate area Park-and-Ride Site	Lake Road/Kellogg Site
1.1 LPA	432	432	198
1.2 Hook A	432	432	198
1.3 Hook B	432	432	198
1.4 Elevated	432	432	198
2.1 Tacoma	432	-	543
2.2 ODOT	432	144	419
2.3 Heiberg	432	182	543
2.4 Kellogg	432	-	725 total (182 transit center) (543 park-and-ride)

Basis: Trip generation studies of MAX LRT/TC/Park-Ride sites (0.72 trips/space with buses and 0.62 trips/space without buses) and Beaverton Transit Center.

## 8b. Intersection Operation

Assume the following geometry:



## 2020 Intersection Performance, PM Peak Hour

Alternative	McLoughlin Boulevard at					Main/Milport
	Ochoco	Milport	Slip Right	Washington	River	
2020 Base*	(B) 0.85	(B) 0.93	A/A	(B) 0.95	(A) 0.75***	A/B
1.1*	(B) 0.86	(F) 1.18	A/A	(C) 1.01	(A) 0.77	A/C
1.2	(B) 0.86	(C) 0.97	A/A			A/B
1.3	(B) 0.86	(C) 0.97	A/A			A/B
1.4	(B) 0.86	(C) 0.97	A/A			A/D
2.1**	(B) 0.87			(C) 0.97	(B) 0.63	
2.2**	(B) 0.88	(B) 0.94		(C) 0.96	(B) 0.60	A/B
2.3**		(B) 0.94	A/A	(C) 0.97	(B) 0.63	A/B
2.4**				(C) 0.97	(B) 0.63	

\* - Data from South Corridor SDEIS

\*\* - Assumes a Kellogg Creek P/R

\*\*\* - Base case geometry is different than Series 2 alternatives

## 9a. Out of Direction Travel

Option	Approximate out of direction travel (in feet)
1.1	0
1.2	Main Street to Main Street = 470 feet Main Street to McLoughlin Boulevard = 1,200 feet
1.3	Main Street to Main Street = 470 feet Main Street to McLoughlin Boulevard = 1,200 feet
1.4	Main Street to Main Street = 320 feet Main Street to McLoughlin Boulevard = 460 feet
2.1	0
2.2	0
2.3	0
2.4	0

## 9b. Access Spacing

McLoughlin Boulevard is classified by ODOT as a State Highway.

Main Street is classified by the City of Milwaukie as a Collector.

21<sup>st</sup> Street is classified by the City of Milwaukie as an Arterial.

## City of Milwaukie Standards (Milwaukie Municipal Code, section 1400)

Functional classification	Minimum spacing	Maximum spacing
Arterial	530 feet	1,000 feet
Collector	300 feet	600 feet
Neighborhood Route	150 feet	400 feet
Local	100 feet	530 feet

## 1999 Oregon Highway Plan Access Spacing Standards

Facility	Urban Other
State Highway	1320

**Main Street/Milport Road**

Option	Available spacing	Spacing standard	Compliance
1.1	50 feet	300 feet	No
1.2	380 feet	300 feet	Yes
1.3	380 feet	300 feet	Yes
1.4	300 feet	300 feet	Yes

**McLoughlin Blvd/River Road**

Option	Available spacing	Spacing standard	Compliance
2.1-2.4 Split Int.	400 feet	1,320 feet	No

**21<sup>st</sup> Street/Main Street – Access to transit center**

Option	Available spacing	Spacing standard	Compliance
2.1 – 2.4			
21 <sup>st</sup> Street	200 feet	530 feet	No
Main Street	200 feet	300 feet	No

**Option 2.1** – Tacoma site with right/in/out access – ODOT spacing standard is 1,320 feet. Available distance to north is 1,370 feet, and available distance to south is 1,220 to Moores Street.

**Option 2.2** – ODOT site access spacing on Main Street (Collector) – Available distance is approximately 560 feet from Ochoco to driveway of Hawthorne Investment Co building. Access spacing needed would be 300 feet. Two access points are needed (one for transit center and one for park-and-ride). Available distance needed is 600 feet. Additional issue of LRT track crossing through access spacing area.

**9c. Queuing****McLoughlin/Milport**

Option	McLoughlin Boulevard		Milport Road	
	<i>Northbound</i>	<i>Southbound</i>	<i>Eastbound</i>	<i>Westbound</i>
2020 Base*	(>2000) 125	(>2000) 1175	(1280) 200	(50) 75
1.1*	(>2000) 175	(>2000) 1575	(1280) 150	(50) 300
1.2	(>2000) 150	(>2000) 1400	(1280) 200	(380) 275
1.3	(>2000) 150	(>2000) 1400	(1280) 200	(380) 275
1.4	(>2000) 150	(>2000) 1400	(1280) 200	(300) 275
2.2	(>2000) 125	(>2000) 1200	(1280) 200	(50) 75
2.3	(>2000) 125	(>2000) 1200	(1280) 200	(50) 100

(Available space in feet) 95<sup>th</sup> percentile queue in feet

**McLoughlin/Moores:** 50 feet (175 feet available)

**McLoughlin/Slip Right:** 25 feet (50 feet available)

## McLoughlin/River-21st

Option	McLoughlin Boulevard		River Road	
	Northbound	Southbound	Eastbound	Westbound
2020 Base*	(>2000) -	(>2000) -	(>2000) 25	(>2000) -
1.1	(>2000) -	(>2000) -	(>2000) 25	(>2000) -
2.1	(>2000) 450	(>2000) 1025	(300) 400*	(300) 275
2.2	(>2000) 450	(>2000) 1025	(300) 400*	(300) 175
2.3	(>2000) 900	(>2000) 1900	(300) 400*	(300) 275
2.4	(>2000) 475	(>2000) 950	(300) 400*	(300) 275

(Available space in feet) 95<sup>th</sup> percentile queue in feet

\* Alternative Geometry eliminates this potential queuing deficiency

## 10a. Neighborhood Impact

## Sample Volume Differences 2 Hour PM Peak – Southgate\*

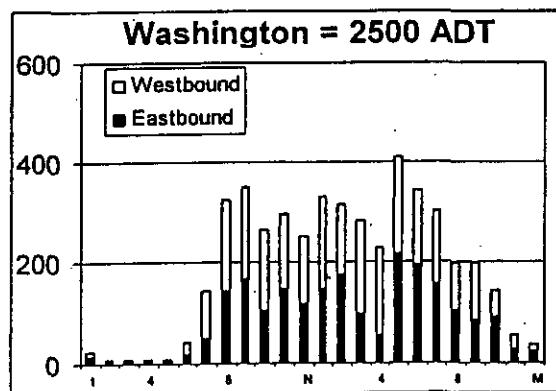
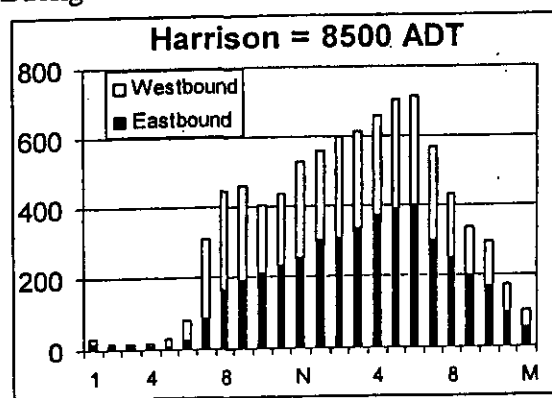
Location	Difference in 2020
32 <sup>nd</sup> Avenue	50
Johnson Creek Boulevard east of 32 <sup>nd</sup>	5
Monroe	60
Harrison	100
Washington	90
Lake	115
River Road	180

## Sample Volume Differences 2 Hour PM Peak – Kellogg\*

Location	Difference in 2020
32 <sup>nd</sup> Avenue	60
Johnson Creek Boulevard east of 32 <sup>nd</sup>	5
Monroe	20
Harrison	-40
Washington	20
Lake	60
River Road	260

\* - Compared to 2020 No-Build Conditions

## Background Counts

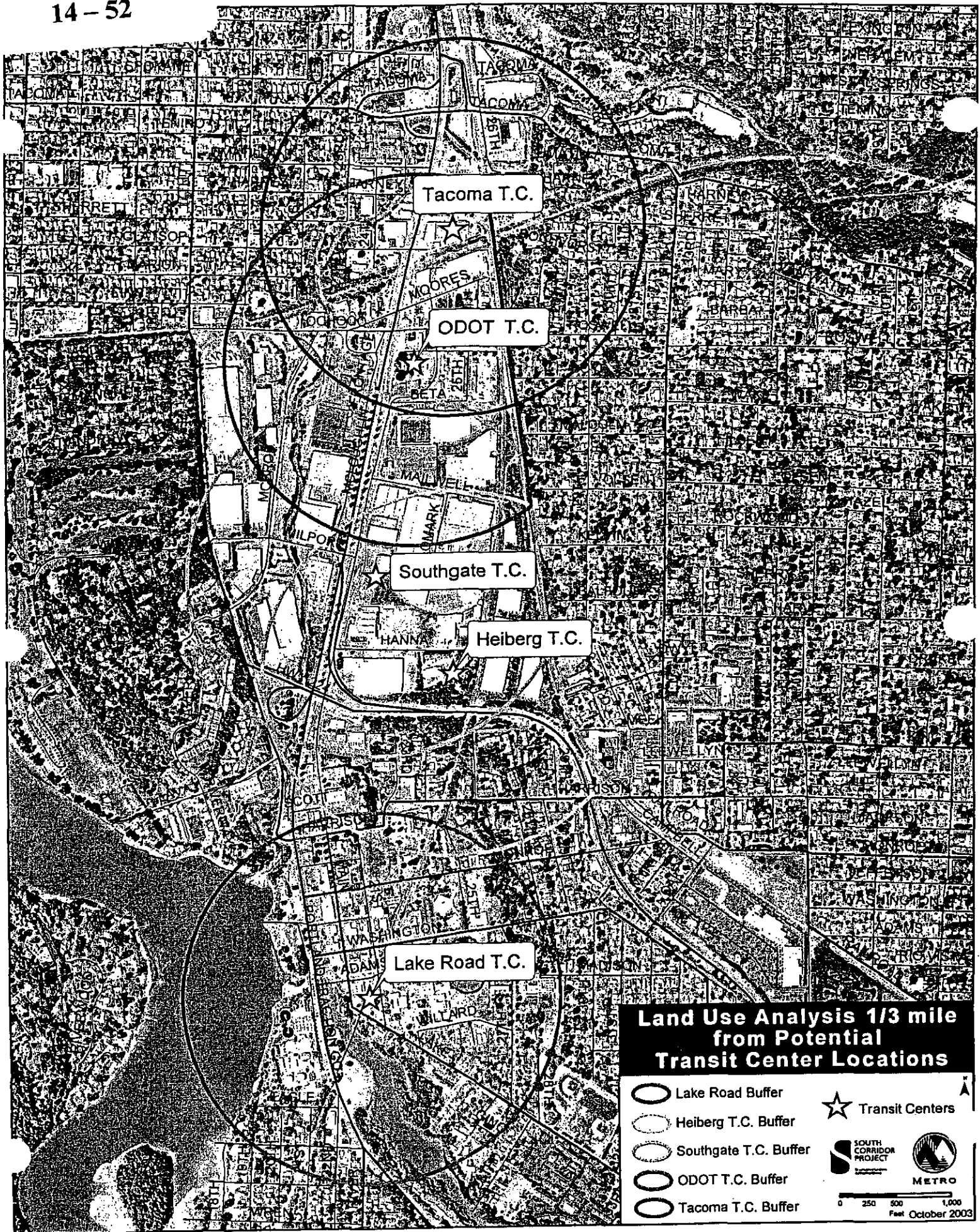


Counts from June 2000

**Milwaukee Transit Center Options**  
**[2. Evaluation Factor: Land Use within 1/3 mile of transit center]**  
 Draft: November 12, 2003

Year 2000 Land use located within 1/3 mile from proposed transit center locations  List of Issues	Mitigation Options via Main Street				Mitigation Options via Hillamook Branch			
	1-1 LPA (unmitigated)	1-2 Milwaukee Hillamook Harder Downtown IC on 20	1-3 Milwaukee Hillamook Harder Downtown IC on 20	1-4 Elevated link with Milwaukee Hillamook Harder Downtown IC on 20	2-1 LPA (unmitigated)	2-2 Milwaukee Hillamook Harder Downtown IC on 20	2-3 Milwaukee Hillamook Harder Downtown IC on 20	2-4 Milwaukee Hillamook Harder Downtown IC on 20
• Population within 1/3-mile (TAZ)	(90)	(90)	(90)	(90)	(1,090)	(260)	(470)	(1,420)
• Population within 1/3-mile (Census)	(450)	(450)	(450)	(450)	(1,470)	(690)	(450)	(1,340)
• Employment within 1/3-mile (TAZ)	(2,070)	(2,070)	(2,070)	(2,070)	(1,085)	(1,600)	(1,725)	(1,255)
• Total land use (Based on TAZ)	(2,160)	(2,160)	(2,160)	(2,160)	(2,175)	(1,860)	(2,195)	(2,675)
Average score:	4	4	4	4	4	3	4	5

TAZ = Traffic analysis zone system  
 Census = based on 2000 census block information





Milwaukee Transit Center Options  
**13. Evaluation Factor: Transit Rider Safety**  
 Draft: November 5, 2003

Transit rider safety and security at the transit center  List of issues	Mitigation Options via Main Street					Mitigation Options via Hillamook Branch				
	111 LPA (unimproved)	112 Milport Hook via Harder alignment	113 Milport Hook via new Hwy 22nd tunnel	114 Elevated LRT with Mitigation	221 Reconnect via Hillamook	222 ODOT TC via Hillamook	223 Harder TC via Hillamook	224 Downtown TC on PO site		
• Visibility of site from passing traffic	4	4	4	4	4	3	1	5		
• Presence of land uses near the site that activate the area day and night.	2	2	2	2	2	2	1	4		
• Avoidance of hidden areas within the transit center	4	5	5	3	4	4	4	3		
• Provision of good lighting	4	4	4	4	4	4	4	4		
• Potential for complementary uses on the transit center site ( coffee shop, mini library, community policing office	2	2	2	2	2	3	1	4		
Average score:	3.2	3.4	3.4	2.4	3.2	3.0	2.2	4.0		

## Milwaukee Transit Center Options

## 14. Evaluation Factor: Ease of Transfer

Draft: November 5, 2003

Ease of transfer between modes: bus, rail, commuter rail, park and ride, and quick drop	Mitigation Options via Main Street				Mitigation Options via Tillamook Branch			
	14.1 LPA (unimproved)	14.2 Milport Tillamook via Harder alignment	14.3 Milport Tillamook via new Hwy. tunnel	14.4 Elevated Lakeside Milport	2.1 Tacoma-IC via Tillamook	2.2 ODOF-IC via Tillamook	2.3 Harder-IC via Tillamook	2.4 Downtown IC on PG Site
• Bus to light rail	100 feet 5	150 feet 4	150 feet 4	100 feet 5	200 feet 3	100 feet 5	150 feet 4	100 feet 5
• Park and ride to light rail	100 feet 5	400 feet 3	400 feet 3	100 feet 5	650 feet 2	650 feet 2	650 feet 2	650 feet 2
• Quick drop to transit center	50 feet 5	250 feet 3	250 feet 3	100 feet 5	100 feet 5	150 feet 4	200 feet 3	150 feet 4
• Commuter rail to light rail	At Lake Rd. station 4	At Lake Rd. station 4	At Lake Rd. station 4	At Lake Rd. station 4	At Lake Rd. station 4	At Lake Rd. station 4	At Lake Rd. station 4	At Lake Rd. station 4
• Commuter rail to bus transit center	Not easily accommo- dated 1	Not easily accommo- dated 1	Not easily accommo- dated 1	Not easily accommo- dated 1	Not easily accommo- dated 1	Not easily accommo- dated 1	Yes, easily accommo- dated 4	Yes, easily accommo- dated 4
Average score:	4.0	3.0	3.0	4.0	3.0	3.2	3.4	3.8

## 15. Evaluation Factor: Meets TC Site Selection Criteria

Draft: November 5, 2003

Site selection criteria for selecting a transit center site (see handbook dated 8/28/03)	Mitigation Options via Main Street					Mitigation Options via Tillamook Branch			
	141 DPA (unimpaired)	142 Milport Hickory Harden alignment	143 Milport Hook via new 1/2 mi 24' tunnel	144 Elevated 1/2 mi with McLoughlin	221 Pasadena TC via Tillamook	222 ODO TC via Tillamook	223 Harden TC via Tillamook	224 Downtown TC on PO site	
<ul style="list-style-type: none"><li>Served by future light rail station</li></ul>	All options are potentially served by future light rail.								
<ul style="list-style-type: none"><li>Incorporates future commuter rail station (via the Tillamook Branch)</li></ul>	With difficulty	With difficulty	With difficulty	With difficulty	With difficulty	With difficulty	Relatively easy	Relatively easy	
<ul style="list-style-type: none"><li>Minimizes out of direction travel for buses (measured from Main and Jackson)</li></ul>	3000 ft	2400 ft	2400 ft	2100 ft	7100 ft	5200 ft	3100 ft	1400 ft	
<ul style="list-style-type: none"><li>Located away from sensitive residential noise receptors</li></ul>	Best options since surrounded by industrial uses							Fair	
<ul style="list-style-type: none"><li>Located where pedestrian and vehicle activity is present during the day and evening and on weekends</li></ul>	Fair (TC is visible from McLoughlin Blvd.)							Best (traffic and active land uses)	
<ul style="list-style-type: none"><li>Minimizes increased bus volumes on residential streets</li></ul>	All options maintain current bus route approaching Downtown (ie Main, Harrison, Lake and Washington Street)								
<ul style="list-style-type: none"><li>Supports local plans and encourages transit oriented development</li></ul>	See separate evaluation								
<ul style="list-style-type: none"><li>Accommodates 11 layover spaces for terminating buses in the peak and 12 in the off peak</li></ul>	All options meet minimum requirements								
Evaluation score	2	3	3	3	2	2	2	4	

Milwaukie Transit Center Options  
**16. Evaluation Factor: Emergency access**  
 Draft: November 5, 2003

Mitigation Option	Access points from public streets	Proposed additional emergency access drive	Total access points	Evaluation Score
<b>Option 1.1 LPA</b>	Milport	0	3	3
	Hannah Harvester			
	Main			
<b>Option 1.2 Milport Hook via Harder</b>	Main	Via Milport	2	4
<b>Option 1.3 Milport Hook via Tunnel</b>	Main	Via Milport	2	4
<b>Option 1.4 Elevated LRT with Milport fix</b>	Main (2 locations)	0	2	4
<b>Option 2.1 Tacoma TC via Tillamook</b>	Tacoma Street and interchange with McLoughlin	0	2	4
	Main Street extended			
<b>Option 2.2 ODOT TC via Tillamook</b>	Ochoco	0	2	4
	Main Street			
<b>Option 2.3 TC on Heiberg site</b>	Hannah Harvester Drive	0	1	2
	Remotely from 26 <sup>th</sup> Avenue (separated by tracks)			
<b>Option 2.4 Downtown TC on PO office site</b>	Main Street	0	3	5
	Lake Road			
	21 <sup>st</sup> St.			
<b>Options 2.1, 2.2, 2.3, and 2.4 Kellogg Lake P/R</b>	McLoughlin and River Road	1	2	4

Milwaukie Transit Center Options  
**17. Evaluation Factor: Ecosystem Impacts**  
 Draft: November 12, 2003

Ecosystem Impacts  List of Issues	Mitigation Options via Main Street				Mitigation Options via Tillamook Branch			
	1-1 LPA (unmitigated)	1-2 Midpoint Block via Hwy 224 alignment	1-3 Midpoint Block via Hwy 224 alignment	1-4 Existing LPA with Midpoint	2-1 Midpoint Block via Tillamook	2-2 Midpoint Block via Tillamook	2-3 Midpoint Block via Tillamook	2-4 Midpoint Block via Tillamook
• Impacts Crystal Creek and wooded wetland area south of Hwy 224	3	3	1	3	3	3	3	3
• Impacts Kellogg Creek and riparian habitat	5	5	5	5	2	2	2	2
Evaluation (1-5)	4	4	2	4	3	3	3	3

1= Impacts habitat or creek.

3= Minor impacts

5= No impacts to habitat or creeks

#### Ecosystem Impacts

Crystal Creek originates at Crystal Lake, which is located adjacent to SE 26<sup>th</sup> Avenue and South of Highway 224, east of the Tillamook Branch line. From the Crystal Lake, the creek flows to the west, then crosses under SE 26<sup>th</sup> and the Tillamook Branch Line in pipe and is daylighted in a west of the Tillamook Branch Line. Crystal Creek parallels Highway 224 and flows through a wooded wetland area before entering a culvert northwest of SE 23<sup>rd</sup> Avenue. Crystal Creek remains in a culvert for approximately 800-feet before discharging into Johnson Creek.

Crystal Creek flows through palustrine forested, scrub-shrub and emergent wetlands. Crystal Creek is non-salmon bearing stream, however, would be considered critical habitat since it flows into Johnson Creek.

Impacts to this site would be removal of numerous mature trees, impacts to upland and wetland forested areas, removal of scrub and shrub vegetation, wetland impacts, impacts to the crystal creek and riparian areas. The Light rail cut would further disrupt this wildlife corridor.

Federal laws requires project to avoid natural resource impacts and then if this is not possible, to minimize impacts and finally to provide mitigation. Corps of Engineers requirements are to choose the least environmentally damaging alternative. This site would be difficult to mitigate for since one of the impacts would be to a wooded wetland which has functional values related to habitat, water quality and complexity. City of Milwaukee provide protection to this site through the Natural Resources Overlay.

### **Kellogg Creek**

Kellogg Creek and Mt Scott Creek drain over 8,000 acres of Clackamas County. SE McLoughlin Boulevard includes a dam structure that impounds 12 acres of water. This impoundment of Kellogg Creek can be traced back to 1850's when water was used to power adjacent flour and lumber mills. This dam, at low water flow periods of the year, blocks passage of salmon and steelhead. A multi-agency effort has focused on replacing the dam structure and returning the Kellogg Lake back to a Kellogg Creek. This plan would include restoring the natural channel of the creek and associated wetlands and off-channel habitat, along with re-establishing natural riparian vegetation and habitat. Currently the banks of the lake include a significant amount of non-native of invasive species. The plan also calls for improvements to the fish ladder to eliminate periods when fish would be blocked from entering or leaving Kellogg Creek.

The Light Rail project would locate an additional pedestrian bridge next to the existing wooden trestle. The location of piers and shading caused by this bridge would be of concern to natural resource agencies, along with the potential impacts to the riparian habitat. The location of the park-and-ride on grassy vegetated area south of the Kellogg Creek would increase impervious surfaces and could affect water quality and water quantity.

The Milwaukee Light Rail project would need to assess the potential impact on the riparian areas, on Kellogg Creek based on the project footprint and due to water quality impacts. Natural Resource agency could request that the project financially participate in removal of the dam structure as a part of the mitigation. If this dam removal and stream and riparian work has been completed when the project is constructed, then the mitigation requirements could be increased since the project could be seen as impacting a mitigation site.

Milwaukie Transit Center Options  
**18. Evaluation Factor: Historic Impacts**  
 Draft: November 12, 2003

Potential Impacts on Historic Places	Mitigation Options via Main Street				Mitigation Options via Tillamook Branch			
	1-1 TTC (unmitigated)	1-2 Milwaukie Tillamook Harder alignments	1-3 Milwaukie Tillamook via new Hwy 224 (unmitigated)	1-4 Elevated TTC with Milwaukie	2-1 Tacoma TC via Tillamook	2-2 ODOOTC via Tillamook	2-3 Harder TC via Tillamook	2-4 Downtown TC on PO Site
• Oregon Worst Building	1	1	1	1	1	1	1	1
• ODOT Building	2	2	2	2	5	2	5	5
• Milwaukie Jr. High School	3	3	3	3	3	3	2	3
• Trestle over Kellogg Creek	5	5	5	5	2	2	2	2
Evaluation (1-5)	3	3	3	3	3	2	2	3

1= Impacts to historic places

1= Impacts to historic places

3= Minor impacts

5= No impacts to historic places

### Historic Building along Milwaukie Working Group Options

#### Oregon Worst Building – 8300 SE McLoughlin Boulevard

This brick building (circa 1920) is located east of the Goodwill building south of SE Tacoma Street. This building has been determined to be eligible for the National Register of Historic Places. This building would be removed by any of the options being considered in Milwaukie due to the location of the 600-space park-and-ride lot and associated site improvements. This impact was preliminary determined to be an adverse affect on the historic building.

### **Oregon Department of Transportation (ODOT) 9300 SE McLoughlin Boulevard**

This office building, constructed in 1938 in the Oregon rustic style, has been determined to be eligible for the National Register of Historic Places. The building would be impacted by the Option 1 alignments and the Option 2.2. The Option 1 alignments would locate light rail between the ODOT building and SE McLoughlin Boulevard and would not touch the building. Option 2.2 would locate a new transit center on the northeast side of the building. This option would not touch the building. Options 1 and 2.2 would however locate light rail on the site and under Federal Regulation, the whole site is considered to have historic status. These impacts would likely result in an adverse affect on this historic property.

### **Milwaukie Junior High School (Waldorf School)**

This school building was constructed in 1937 and has been determined to be eligible for the National Register of Historic Places. All of the options would create an adverse affect on some portion of the school grounds, but the Hieberg option would have a greater impact on the buildings and grounds because the light rail line would be located on the west side of the existing Tillamook Branch freight tracks closer to the school buildings.

### **Trestle over Kellogg Creek.**

There is a potential that the trestle over Kellogg Creek could be old enough to be historic. It has not previously been identified as historic on existing inventories. Further investigation of the status of this trestle may need to be initiated. Options that extend a bridge next to this trestle could create an affect on the historic status of this trestle.

### **Final Determination of Affect**

The final determination of effect would need to be completed with the Final Environmental Impact Statement in coordination with State Historic Preservation Officer and the Department of Interior. The determination of effect takes into consideration the type of impact on an identified historic resource. A removal of a historic property would be an adverse affect. Under Federal Transportation rules, TriMet must evaluate options that avoid impacts to parklands and historic resources.

Federal laws requires project to avoid natural resource impacts and then if this is not possible, to minimize impacts and finally to provide mitigation. Corps of Engineers requirements are to choose the least environmentally damaging alternative. This site would be difficult to mitigate for since one of the impacts would be to a wooded wetland which has functional values related to habitat, water quality and complexity. City of Milwaukie provide protection to this site through the Natural Resources Overlay.

### **Kellogg Creek**

Kellogg Creek and Mt Scott Creek drain over 8,000 acres of Clackamas County. SE McLoughlin Boulevard include a dam structure that impounds 12 acres of water. This impoundment of Kellogg Creek can be traced back to 1850's when water was used to power adjacent flour and lumber mills. This dam, at low water flow periods of the year, blocks passage of salmon and steelhead. A multi-agency effort has focused on replacing the dam structure and returning the Kellogg Lake back to a Kellogg Creek. This plan would include restoring the natural channel of the creek and associated wetlands and off-channel habitat, along with re-establishing natural riparian vegetation and habitat. Currently the banks of the lake include a significant amount of non-native of invasive species. The plan also calls for improvements to the fish ladder to eliminate periods when fish would be blocked from entering or leaving Kellogg Creek.



The Light Rail project would locate an additional pedestrian bridge next to the existing wooden trestle. The location of piers and shading caused by this bridge would be of concern to natural resource agencies, along with the potential impacts to the riparian habitat. The location of the park-and-ride on grassy vegetated area south of the Kellogg Creek would increase impervious surfaces and could affect water quality and water quantity.

The Milwaukee Light Rail project would need to assess the potential impact on the riparian areas, on Kellogg Creek based on the project footprint and due to water quality impacts. Natural Resource agency could request that the project financially participate in removal of the dam structure as a part of the mitigation. If this dam removal and stream and riparian work has been completed when the project is constructed, then the mitigation requirements could be increased since the project could be seen as impacting a mitigation site.

Milwaukee Transit Center Options  
**19. Evaluation Factor: Visual Impacts**  
 Draft: November 12, 2003

Visual Impacts	Mitigation Options via Main Street				Mitigation Options via Tillamook Branch			
	1-1 LPA (unmitigated)	1-2 Milport Tillamook via Harder abandonment	1-3 Milport Tillamook via new Hwy 22 ramp	1-4 Elevated BRT with Milport Tillamook	2-1 Tillamook TC via Tillamook	2-2 Tillamook TC via Tillamook	2-3 Harder TC via Tillamook	2-4 Downtown TC on PO site
• Addition of new significant structures (i.e bridges, structured park-and-ride lots, and elevated structures.)	2	2	2	1	4	3	4	4
• Exposure (number of viewers)	3	3	3	3	4	3	4	4
• Change fitting with landscape	3	3	3	1	4	4	4	4
Evaluation (1-5)	3	3	3	1	4	3	4	4

1= significant change to current environment, not fitting with the existing landscape and viewed by many people.  
 5= little change from the current environment, fits within the current landscape setting and viewed by few people.

### Visual Impacts

The assessment of visual impacts focuses on the change or addition or subtraction of elements into the existing landscape and the number of people viewing the changes. For instance, in an industrial area, with existing freight rail service, light rail tracks and trains would not constitute a significant change in the visual landscape, however, an elevated trackway through the middle of the Historic Milwaukee neighborhood would be considered a significant change in the visual landscape. Bridges, ramps and building out of scale and of different type could be seen to be visually out of context and therefore more of an impact.

Milwaukee Transit Center Options  
**Evaluation Factor: Capital Costs**  
 Draft: November 11, 2003

20.

Calculation of capital costs for each alignment option (Milwaukee segment only excludes I-RVs and O & M facilities)	Mitigation Options via Main Street					Mitigation Options via Milwaukee Branch				
	11 LPA (undivided)	12 Vinton Street via Linden Avenue	13 Vinton Street via Milwaukee Avenue	14 Vinton Street via Milwaukee Avenue	21 Linden Avenue via Milwaukee Avenue	22 Linden Avenue via Milwaukee Avenue	23 Linden Avenue via Milwaukee Avenue	24 Linden Avenue via Milwaukee Avenue		
• Costs in 2010 \$ (million \$)	\$163m	\$172m	\$170m	\$191m	\$161m	\$163m	\$163m	\$157m		
• Cost compared to lowest cost option (Option 2.4)	Add \$6m	Add \$15m	Add \$13m	Add \$34m	Add \$4m	Add \$6m	Add \$6m	\$0m		
• Evaluation score:	4	3	3	1	5	4	4	5		



Milwaukee Transit Center Options

2.1. Evaluation Factor: Transit Operations Costs

Draft: November 12, 2003

Calculation of additional bus operations costs for each transit center option	Mitigation Options via Main Street				Mitigation Options via Tillamook Branch			
	1.1 LPA (conducted)	1.2 Milport hook via Harden (abandon)	1.3 Milport hook via new Hwy (24th tunnel)	1.4 Harden hook with Milport (abandon)	2.1 Jackson via Tillamook	2.2 ODOT via Tillamook	2.3 Harden via Tillamook	2.4 Downtown TC on POC site
• Round distance in miles from Jackson and Main (hub of current center)	1.2	1.1	1.1	1.2	2.7	2.1	1.4	0.6
• Added weekly travel time (hours)	232	204	204	229	505	408	281	98
• Added annual costs (\$65 per hour)	\$783K	\$691K	\$691K	\$775K	\$1,705	\$1,379K	\$951K	\$333K
• Evaluation score:	3	3	3	3	1	1	2	5

# ATTACHMENT 7

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## MEMORANDUM

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**TO:** JOHN GESSNER, CITY OF MILWAUKIE PLANNING DIRECTOR  
ALICE ROUYER, CITY OF MILWAUKIE COMMUNITY DEVELOPMENT DIRECTOR

**FROM:** MICHAEL FISHER, TRI-MET  
DAVE UNSWORTH, METRO  
BILL ADAMS, ODOT

**SUBJECT:** MILWAUKIE TRANSIT CENTER OPTIONS

**DATE:** SENT TO TAC ON 12/17/03; UPDATED FOR PC REPORT ON 2/11/04

**CC:** MIKE SWANSON, CITY OF MILWAUKIE CITY MANAGER, AND OTHER MEMBERS OF THE TECHNICAL ADVISORY COMMITTEE: PAUL SHIREY (COM), JASON WACHS (COM), GRADY WHEELER (COM), BUD ROBERTS (ODOT), MICHELLE GREGORY (SOAPBOX ENTERPRISES), RANDY MCCOURT (DKS), PHIL SELINGER (TRIMET), JENNIFER KOOZER (TRIMET), TONY MENDOZA (TRIMET), BOB DETHLEFS (TRIMET)

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In preparation for the Milwaukie-only meeting on January 8, 2004, you requested our comments on the nine options under consideration by the Working Group. As fellow participants of Technical Advisory Committee, you are well aware of the depth of analysis and evaluation that we collectively have made on the original eight options, and the newly proposed ninth. Our evaluation addressed a broad range of community and technical considerations, including implementation factors, impacts on local business, traffic and access, transit facility requirements, environmental impacts, and costs. We make reference to this work because it is the foundation for our broader evaluation outlined in this memo.

We have organized our comments in two parts. The first section lists options that, from our perspectives at Metro, ODOT, and TriMet, we consider promising and worthy of continued discussion. The second section lists options that we have serious concerns about and would not support. As we understand it, you need this input from us at this time, as the community begins to narrow options for further consideration. This memo seeks to coordinate our perspectives and communicate an emerging position regarding the siting of an improved transit center in Milwaukie.

### Most Promising Options

**Options 1.2 and 1.3** These two options offer mitigation design concepts to offset impacts associated with adopted Locally Preferred Alignment (LPA). These options appear to be promising for the following reasons:

- On the plus side, the poor geometry of the Milport/Main/McLoughlin intersection is fixed, allowing new transit facilities (a light rail station, bus transit center, and park and ride) to be sited in the Southgate area. On the minus side, the addition of transit facilities will add traffic to an already congested intersection. Further, the geometry is not optimal, as it creates some sight distance problems that may need further design refinement.

- To offset the loss of 109 parking spaces along Main Street caused by the light rail alignment, replacement parking is proposed as follows: an employee-only lot next door to Iridio (68 spaces), and reconfiguration of employee parking on Holman and Oregon Transfer sites (36 spaces).
- Option 1.3 would avoid taking Harder Mechanical, a plus in terms of reducing loss of existing businesses, but would create an environmental impact on the Crystal Creek natural area. This option would be difficult to permit at several jurisdictional levels, but potentially would be possible.

We acknowledge that Options 1.2 and 1.3 would still result in a loss of developable land and tax revenue (22.5-24.4 acres), a loss of existing businesses (6-7), and degradation of existing business sites, all concerns expressed clearly by the community and city staff. These impacts would appear to be significantly reduced with Option 1.4.

**Option 1.4** This option follows the Main Street LPA alignment, but elevates light rail above Main Street between ODOT's facilities and the Southgate area.

- Option 1.4 also proposes a fix for the Milport/Main/McLoughlin intersection, thus accommodating a new transit facility in the Southgate area. However, while fixing the geometry of the intersection is a plus, adding traffic from the park and ride and transit center to the intersection is a negative.
- Because light rail tracks are proposed to be elevated above Main Street, the existing street could be essentially left in its present location, thus avoiding the impacts to parking, and loading docks associated with the at-grade Options 1.2 and 1.3.

The main negatives with Option 1.4 are: (1) the visual impact of an elevated structure on properties fronting Main Street, and (2) the added capital cost associated with the elevated structure. Option 1.4 adds about \$20 million to the cost of the Milwaukie LRT project compared to Options 1.2 and 1.3. Nevertheless, Option 1.4 may be an acceptable option.

**Option 2.4** This option locates the transit center in Downtown Milwaukie at the Lake Road Station, and a park and ride facility on the south side of Kellogg Lake, connected to the transit center with a pedestrian bridge. All bus layovers would occur off street. This option is promising for the following reasons:

- Option 2.4 best meets the list of transit requirements of the eight options. These requirements consider transit rider safety, emergency access, intermodal transfer capability, and site selection criteria.
- Option 2.4 is the least cost option. It has the lowest capital costs and potential operating costs of all options.
- Avoids impacts to Milport/Main/McLoughlin intersection, and parking and loading docks along Main Street.

- Provides park and ride spaces at the end of line for commuters on McLoughlin Blvd, intercepting this traffic before it reaches Downtown Milwaukie.
- Improves conditions on McLoughlin Blvd. as a result of the proposed improvements to operations and geometry at the intersection of River Road/22<sup>nd</sup> Ave. Improves pedestrian, vehicular and transit access to the Island Neighborhood and creates exclusive access to the park and ride facility.
- Using the Tillamook alignment instead of the Main Street alignment allows total flexibility in the future planning of improvements to the statewide OR99E/OR224 corridor.

The major downsides we see to Option 2.4 are as follows:

- The complexity of dealing with Union Pacific Railroad along the Mainline and the Tillamook Branch. The Main Street alignment options also include a segment along the Tillamook Branch, but the Tillamook alignment options (Options 2.1 through 2.5) all impact spur lines serving the North Milwaukie industrial area, adding uncertainty and potential costs.
- The environmental impacts on the Kellogg Lake/Creek riparian habitat. More work on this issue is needed to better understand the impacts, and potential scope and cost of mitigation.
- The community of apartment dwellers surrounding Kellogg Lake/Creek area has not been engaged as a part of the working group process. Outreach to these neighbors is in progress, and is being led by the City of Milwaukie.
- Requires an exception to ODOT intersection spacing standard, and its design is subject to further review.

**Option 2.5** This option, suggested recently by members of the Working Group, appears promising for some of the same reasons as Option 2.4. Option 2.5 proposes a combination bus transit center, light rail station, and park and ride on a city-owned site on the south side of Kellogg Lake. We see the following pluses with Option 2.5:

- Avoids impacts to Milport/Main/McLoughlin intersection, and parking and loading docks along Main Street. (as does Option 2.4)
- Provides park and ride spaces at the end of line for commuters on McLoughlin Blvd, intercepting this traffic before it reaches Downtown Milwaukie. (as does Option 2.4)
- Improves conditions on McLoughlin Blvd. as a result of the proposed improvements to operations and geometry at the intersection of River Road/22<sup>nd</sup> Ave. Requires an exception to ODOT intersection spacing standard, and its design is subject to further review. (as does Option 2.4)
- Improves pedestrian, vehicular and transit access to the Island Neighborhood and creates exclusive access to transit facilities (as does Option 2.4).



- Meets basic site selection requirements for the bus transit center.
- Involves acquisition of a City-owned site that brings resources to implementing Phase 1, the bus transit center and River Road improvements, and involves a willing partner in the implementation process.
- Like Option 2.4, this option uses the Tillamook alignment instead of the Main Street alignment, thus allowing total flexibility in the future planning of improvements to the statewide OR99E/OR224 corridor.

The major downsides we see to Option 2.4 are as follows:

- The complexity of dealing with Union Pacific Railroad along the Mainline and the Tillamook Branch.
- The environmental impacts on the Kellogg Lake/Creek riparian habitat. The impacts will be more significant than Option 2.1-2.4, because the bridge across Kellogg Lake/Creek supports light rail tracks in addition to a pedestrian walkway. More work on this issue is needed to better understand the impacts, and potential scope and cost of mitigation.
- The community of apartment dwellers surrounding Kellogg Lake/Creek area has not been engaged as a part of the working group process. Outreach to these neighbors is in progress, and is being led by the City of Milwaukie.
- As with all of the Tillamook options, Option 2.5 requires an exception to ODOT intersection spacing standard, and its design is subject to further review.

### Options Not Supported

**Option 1.1** As identified in the South Corridor SDEIS, the LPA option without mitigation creates traffic impacts to the Milport/Main/McLoughlin intersection that are unacceptable to ODOT. The issues identified by the North Milwaukie Industrial Area business and property owners regarding impacts to truck access, parking, and loading docks clearly must be addressed with mitigation measures offered by other options. This option should not be carried further.

**Option 2.1** This option proposes a transit center at Tacoma Street. This option should not be carried forward for the following reasons:

- Option 2.1 would cost an additional \$800,000 a year in operating costs to maintain the same level of transit service to Downtown Milwaukie as exists today. (This estimate assumes that buses would use an extension of Main St. to Tacoma St.) Given TriMet's limited funds for providing transit service (TriMet's operating funds are about 98% non federal i.e. local dollars), the service network would have to be changed to maintain an efficient system. A likely result is that Downtown Milwaukie, a designated Town Center, could lose about one third of its present service, and lose its direct connections to parts of the region. Also, destinations along SE 17<sup>th</sup> (like ODS) and on SE 32<sup>nd</sup> (like

Providence Milwaukie Hospital) could lose service, creating a conflict for TriMet of either cutting service or adding operating costs.

- A key principle of the region's land use and transportation plan is to serve and interconnect Downtown Portland, Regional Centers and Town Centers with the high level of transit access, service and convenience. Locating a transit center at Tacoma Street, and causing a reduction in access and service to Downtown Milwaukie, is inconsistent with this principle. TriMet and Metro would not support this approach.

**Option 2.2** This option proposes a light rail alignment and station, bus transit center and park and ride garage on the ODOT site. This option should not be carried forward for the following reasons:

- Option 2.2 also creates more truck/car conflicts at the Ochoco/McLoughlin intersection because of added car and bus traffic, and the less than optimal driveway location at the site, causing turning and queuing conflicts.
- Option 2.2 would cost an additional \$600,000 a year in operating costs to maintain the same level of transit service to Downtown Milwaukie as exists today. Like Option 2.1 the network would have to be changed to maintain an efficient system. As a result, Downtown Milwaukie could lose one-third of its present service and direct connections to many parts of the region. Also, destinations along SE 17<sup>th</sup> (like ODS) and on SE 32<sup>nd</sup> (like Providence Milwaukie Hospital) could lose service, creating a conflict for TriMet of either cutting service or adding operating costs.
- And again, as in Option 2.1, TriMet and Metro would not support moving a transit center so far away from Downtown Milwaukie, causing a reduction of needed transit service to this important center in the region.
- Option 2.2 does not avoid impact the sensitive Milport/Main/McLoughlin intersection, potentially requiring expensive "off site mitigation" thus adding to its costs.
- ODOT has a continuing need for its operating center on McLoughlin Blvd. Displacement of this would be a hardship as replacement sites would be less centrally located relative to the work performed at this center. Although the site is large (8 acres), it would be difficult to consolidate operations on part of the site if a partial take occurred. This is because the present operations involve equipment storage requiring a large area. The historic building, however, is less critical to this operation, and is not particularly suitable to current operations.

**Option 2.3** This option proposes a transit center on the Heiberg Garbage and Recycling site. This option should not be carried forward for the following reasons:

- As a potential location for a bus transit center the proposed site fails in terms of transit rider safety and security. The site is invisible from passing traffic, and no has surrounding active land uses. There is no potential for complementary land uses next to the transit center that could help activate the site and increase its security.

- Emergency access is severely limited to the site. It is isolated on three sides by railroad tracks and Hwy 224.
- The owner of the Heiberg site has indicated that the proposed transit center site would impact his business operations to such a degree that a full purchase may be required. Relocating this business would be very difficult and potentially costly.
- To accommodate a side by side connection between light rail tracks and the bus transit center, the light rail alignment must be located on the west side of the existing freight tracks. This arrangement creates impacts that other options using the Tillamook alignment (2.1, 2.2, 2.4, 2.5) do not have. These impacts include: greater impacts to the existing industrial spur tracks (increasing disruption and costs), greater impacts to the historic Milwaukie Junior High site, and displacement of Milwaukie Lumber.

Please let us know if you need additional information. Please feel free to share this memo with the Working Group. Thanks.

MF/DU/BA

## Attachment 8

### Working Group Participants

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Ed Zumwalt	Historic Milwaukie NDA
Roger Cornell	Historic Milwaukie NDA
David Aschenbrenner	Hector Campbell NDA
Dolly Macken Hambright	Linwood NDA
Peter Koonce	Ardenwald NDA
Dion Sheppard	Lake Road Resident
Kathy Bus	Lake Road NDA
Kelly Carlisle	Milwaukie High School
Thomas Bachhuber, Jr.	Downtown Stakeholder
Gordon Neuman	Downtown Stakeholder
Lynn Halling	Electra Credit Union
Braedie & Rick Tobias	Downtown Business
Neil Hankerson	Darkhorse Comics
Jim Bernard	Mayor & Bernard's Garage
Carolyn Tomei	State Representative & Island Station Resident
Gary Michael	Island Station Resident
Molly Hanthorn	Island Station NDA
Tim Cooper	ODS
Barb English	Downtown Business
Marlys Mayer	Downtown Business
Keith Bell	Rudie Wilhelm (North Industrial)
Mark Hendricks	Rudie Wilhelm (North Industrial)
Norm Unrein	Rudie Wilhelm (North Industrial)
James Stillwell	Harder Mechanical (North Industrial)
Bill Monson	Monson Ventures (North Industrial)
Brian and Bruce Heiberg	Heiberg Garbage & Recycling (North Industrial)
George Anderson	Anderson Die & Manufacturing (North Industrial)
Chuck Willie	WW Metal Fab (North Industrial)
Howard Dietrich	Oregon Worsted (North Industrial)
Peter George	Holman (North Industrial)
Michael Pratt/Lisa Johnston	Trammel Crow (North Industrial)
Gary Hunt	Oregon Transfer (North Industrial)
Gary Eichman	Oregon Transfer (North Industrial)

## Attachment 8

## Working Group Process Meeting Schedule

Milwaukie Working GroupSeptember 4, 2003 (1<sup>st</sup> Mtg)

September 17, 2003

October 2, 2003

October 28, 2003

November 13, 2003

December 4, 2003

Milwaukie Only Group

December 4, 2003

January 8, 2004

January 14, 2004

January 22, 2004

New Milwaukie Downtown Stakeholders

November 20, 2003

Project TeamsThe Milwaukie Project Team

Mike Swanson, City Manager

Alice Rouyer, Community Development

Grady Wheeler, Neighborhood Services

Larry Kanzler, Police Chief

Xavier Falconi, Falconi Consulting

JoAnn Herrigel, Community Services

John Gessner, Planning

Jason Wachs, Neighborhood Services

Paul Shirey, Engineering

TriMet Project Team

Michael Fisher

Jennifer Koozer

Bob Dethlefs

Tony Mendoza

Phil Selinger

Michelle Gregory, Soapbox Enterprises

Randy McCourt, DKS Associates

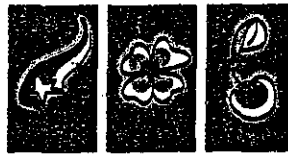
Metro Staff

Dave Unsworth

ODOT Project Team

Bill Adams

Bud Roberts



MILWAUKIE  
CENTENNIAL  
1903-2003

January 12, 2004

John Gessner  
Milwaukie Planning Director  
6101 SE Johnson Creek Blvd.  
Milwaukie, OR 97222

Dear John:

Thank you for your thorough presentation regarding the South Corridor project at the December 17<sup>th</sup> meeting.

At the December 23 meeting of the Park and Recreation Board we discussed option 2.5 that involves use of a green space located south of Kellogg Creek, owned by the City of Milwaukie. We would appreciate it if you could forward the following comments regarding this option to the working group:

- The City should maximize any trade we make for the property we own south of Kellogg Lake (if possible, a financial contribution should be made to the development of Milwaukie Riverfront Park).
- The design of the transit station and park and ride should minimize the environmental impact on Kellogg Creek and its environs.
- The City should request that any shared parking made available in a future parking structure on this site be designed to accommodate boats with trailers in order to decrease the need for parking at the Jefferson Street boat ramp.
- Pedestrian crossing of McLoughlin should be significantly enhanced if this option is chosen.
- A connection to the Trolley Trail should be included in this design.
- If the project ends up with a 650-foot pedestrian bridge, it should be designed to minimize environmental impact and be aesthetically pleasing.

We appreciate the opportunity to provide our input to this important project.

Sincerely,

*Mart Hughes (Jr)*

Mart Hughes  
Chair, Park and Recreation Board

MILWAUKIE CITY HALL

10722 S.E. Main Street, Milwaukie, Oregon 97222

Phone: (503) 786-7555 • Fax: (503) 652-4433 • Web Site: [www.cityofmilwaukie.org](http://www.cityofmilwaukie.org)

Celebrating 100 years of service to the citizens of Milwaukie!

TO: CITY OF MILWAUKIE  
MILWAUKIE TRANSIT CENTER WORKING GROUP

FROM: NORTH INDUSTRIAL AREA REPS

WE HAVE EXAMINED THE PROPOSED LIGHT RAIL ROUTE THROUGH THE NORTH INDUSTRIAL AREA. BASED ON THE ISSUES RAISED IN EXHIBIT 'A', CITY OF MILWAUKIE RESOLUTION AND A TECHNICAL REVIEW WE HAVE CONCLUDED THAT IT IS NOT A FEASIBLE SOLUTION FOR THE FOLLOWING REASONS:

1. TRUCK TRAFFIC WOULD BE SEVERLY RESTRICTED ON MAIN ST. AND MAIL WELL, IF NOT ELIMINATED.
2. TRUCK TRAFFIC ATTEMPTING TO CROSS McLOUGHLIN AT OCHOCO AND MILPORT WOULD BE SIGNIFICANTLY HAMPERED.
3. PHYSICAL DISTANCE RESTRICTIONS BETWEEN McLOUGHLIN AND BUILDINGS ALONG MAIN ST. SEEM TO PRECLUDE ANY POSSIBILITY OF AN ON-GRADE SOLUTION. IN OTHER WORDS, THERE IS NO WAY TO HAVE LIGHT RAIL AND MAIN ST. WITHIN THE EXISTING FOOTAGE.
4. A SIGNIFICANT NUMBER OF BUSINESSES WOULD BE ELIMINATED AND OTHERS WOULD BE RESTRICTED OPERATIONALLY. THIS WILL BE A SIZABLE LOSS OF TAX REVENUE FOR THE CITY OF MILWAUKIE AND A SIGNIFICANT LOSS OF GOOD JOBS.
5. A LARGE NUMBER OF PARKING SPACES WILL BE LOST WITH NO CONCEIVABLE WAY TO REPLACE THEM.
6. AS BUSINESS OPERATORS WE CAN NOT CONCEIVE OF ANY POSSIBLE WAY TO PROVIDE AN ACCEPTABLE MILPORT INTERSECTION WITH THE TRANSIT CENTER LOCATION AS PROPOSED.

IN CONCLUSION, WE JUDGE THE MAIN STREET CROSSOVER ALIGNMENT OF LIGHT RAIL TO BE UNACCEPTABLE AND DAMAGING TO THE FUTURE OF MILWAUKIE. ULTIMATELY IT WILL DAMAGE THE BUSINESSES IN THE NORTH INDUSTRIAL AREA MANY OF WHICH HAVE BEEN IN THE COMMUNITY A LONG TIME. WE WANT THIS DESIGN TO BE A WIN-WIN FOR MILWAUKIE AND THE COMMUNITY. WE FEEL THAT DESIGN REVISIONS CAN RESULT IN A MUCH MORE COMPELLING SOLUTION IF THE PARTIES AT HAND ARE WILLING TO BE OPEN TO DIFFERENT APPROACHES AND IDEAS.

COPY FOR YOUR  
INFORMATION

Rec'd 1/20/09

RAB

To Mayor Jim Bernard and City Council  
From Island Station Neighborhood Association  
Subject: Transit Center relocation

At the January meeting of the ISNA we discussed the options for the relocation of the transit center from downtown Milwaukie. We concluded that the site we preferred was the Kellogg lake site, which is in our neighborhood boundary. We believe that this is the best location for the citizens of Milwaukie, and most particularly, for the residents of Island Station Neighborhood. Looking forward to the redesign of McLoughlin in the downtown area, as well as the development of the riverfront park, this improvement of McLoughlin at the entrance of the transit center will clearly extend and enhance those improvements. This option will take the bus layovers from downtown Milwaukie, which we support, and cut down some of the drivethrough traffic on 99E, which will help the traffic problems (especially during rush hour), as well as make it easier for pedestrian crossings of McLoughlin..

For many years we have worked with the City and with ODOT for improvements at the 99E and River Road intersection, the site of many accidents. The original design, which would have made the intersection much safer for those going north from River Road onto 99E and also would have slowed traffic going south onto River Road from 99E, proved to be too expensive and so was redesigned to a much cheaper and much less effective design. Even that has not been ~~has not~~ implemented. The plan for the transit center on the Kellogg site would redesign this intersection to make it safer, to the immense satisfaction of our neighborhood. The best part is, the City would not have to pay for it. We also support the concept of a parking garage at the Kellogg site that would be available to the citizens of Milwaukie in the evenings and on weekends when the garage would not be used for commuters. As we look to the development of our riverfront and the removal of the Kellogg Treatment Plant, this parking will be a



**Excellence***North Clackamas Schools***NORTH CLACKAMAS SCHOOL DISTRICT**

4444 SE Lake Road · Milwaukie, Oregon 97222  
(503) 653-3601 Fax: (503) 653-3625  
naso@nclack.k12.or.us

Ron Naso  
*Superintendent*

January 9, 2004

RECEIVED

JAN 13 2004

CITY OF MILWAUKIE  
PLANNING DEPARTMENT

John Gessner  
Milwaukie City Planning Department  
6101 SE Johnson Creek Boulevard  
Milwaukie OR 97206

Dear Mr. Gessner:

It has come to my attention through Kelly Carlisle, assistant principal at Milwaukie High School, and through an article in "The Oregonian," that strong consideration is being given to locating a light rail transit station across Lake Road from Milwaukie High School.

This location presents significant problems for Milwaukie High School in matters of security and student management. Whether we like to acknowledge it or not, transit centers are areas where young people and adults often assemble because they provide a place for socializing, for quick mobility, and for illegal activity.

The old transit center across from the former Milwaukie Middle School had a deserved reputation as a gathering spot for itinerant young people, most of whom were not students in our schools. That same center was associated with a number of misdemeanor behaviors which are not uncommon among teenagers and young adults.

Placing a transit center even closer to the high school is going to create a sore temptation for a number of students who are looking for something other than going to classes during the school day. It will also provide for relatively easy transport throughout the city of Portland during the school day. A student may come to school on the bus, take the light rail into the city, and return in time to take the bus home. Parents will have no idea that the student was not in school until the report card with unexcused absences arrives.

This proposed location is also going to provide an easy source of transportation for young people from the around the city who want to access Milwaukie High or its students. By way of example, we have struggled to discourage skateboarders from using the Milwaukie High campus as a skate board center. Having a transportation center across the street will make Milwaukie High easily accessible, even inviting, to these young people.

The North Clackamas School District is deeply concerned about locating a transportation center at the Lake Road site. We will continue to express our concerns in this regard. We fervently hope that decision makers will understand and consider the consequences of locating the center at this site.

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Naso". The signature is stylized with a large, looped "R" and a cursive "Naso".

Ron Naso  
Superintendent

cc: North Clackamas Board of Directors  
Gary Richter  
Kelly Carlisle

Gessner, John

From: Carlotta Collette [carlottacollette@comcast.net]  
 Sent: Sunday, February 01, 2004 4:53 PM  
 To: Susan Stone; Mike Swanson; Rouyer, Alice; Gessner, John; James Bernard; Carolyn Tomei; Brian Newman; David Aschenbrenner; Art Ball; Deborah Barnes; Mary King  
 Subject: Fw: Response to previous email

Folks, I've asked my neighbors to let me know how they feel about the light rail and transit center options. Here's another response.  
 Carlotta

Collette Communications  
 PO Box 82727  
 Portland, Oregon 97282  
 Phone: 503-653-5771  
 Fax: 503-654-7497  
 Cell: 503-704-8237

----- Original Message -----

From: "Lisa Gunion-Rinker" <gunionri@ohsu.edu>  
 To: <carlottacollette@comcast.net>  
 Sent: Sunday, February 01, 2004 10:30 AM  
 Subject: Response to previous email

> Hi Carlotta,  
 >  
 > Sorry I didn't reply yesterday, but I am really glad that I saw you at  
 > the light rail presentation last night. I feel that you have accurately  
 > expressed the views of our neighborhood, and I feel that Milwaukie as a  
 > whole is moving in a positive direction. In the past 4 years, I have  
 > noticed more people out walking in our neighborhood, more people taking  
 > pride in their homes, and more people communicating with their neighbors  
 > about events and concerns within our neighborhood. The 2.5 light rail  
 > plan that has been proposed appears to be the best option to maintain  
 > Milwaukie's residential and business infrastructure. In my opinion, the  
 > plans which bypass Milwaukie and isolate the transit center are not  
 > viable options for the city. My only concern revolves around the  
 > residents in the Island Station area, and their opinions about how the  
 > plan will impact their neighborhood. If those residents who will be  
 > affected are in favor, great. If those residents who will be affected  
 > are not in favor, I feel their voices should be heard.  
 >  
 > In looking to the future, light rail will help alleviate traffic  
 > congestion in Milwaukie by allowing commuters to have a better, faster,  
 > option. I know the bus transit system is used by many people, but as  
 > someone who used the express buses on a regular basis for several years  
 > I have to say, there must be a faster option than bussing for people who  
 > commute, and light rail is much needed in Milwaukie!  
 >  
 > Thank you for allowing me to express my opinion, and I hope your day  
 > and weekend are pleasant and relaxing!  
 >  
 > All the Best,  
 > Lisa Gunion-Rinker  
 > IRB Coordinator  
 > R&D Service  
 > Ph: 503-220-8262 x54481  
 > Fax: 503-273-5351  
 > website: [www.visn20.med.va.gov/portlandrd](http://www.visn20.med.va.gov/portlandrd)  
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Gessner, John

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From: Carlotta Collette [carlottacollette@comcast.net]  
 Sent: Sunday, February 01, 2004 4:49 PM  
 To: Susan Stone; Mike Swanson; Gessner, John; Rouyer, Alice; David Aschenbrenner; Art Ball; Brian Newman  
 Subject: Fw: Light Rail

Folks, I've been speaking with my neighbors and people who come to our meetings, and the attached letter is typical of the responses I've gotten. Folks here are excited about the prospect of having light rail in their future. Several people have said they didn't like the original plan because it felt like it was being pushed on us. This time they've understood that we've been working closely with the working group to get the right combination of light rail, transit center and park and rides that works best for Milwaukie. This time around, they are very supportive, even, as Joshua, below, writes, they're excited.  
 Carlotta

Collette Communications  
 PO Box 82727  
 Portland, Oregon 97282  
 Phone: 503-653-5771  
 Fax: 503-654-7497  
 Cell: 503-704-8237

----- Original Message -----  
 From: "Joshua Shulman" <jsl123@nyu.edu>  
 To: <carlottacollette@comcast.net>  
 Sent: Thursday, January 29, 2004 2:49 PM  
 Subject: Light Rail

> Carolotta,  
 >  
 > Thank you so much for all of the work you are doing to improve our neighborhood and community. Louise and I both really appreciate it, and when they are a little older, my two little boys will appreciate it as well!  
 >  
 > I had hoped to make it to the light rail meeting tonight to voice my intense excitement at the possibility of light rail coming into downtown Milwaukie. I am really excited that we may get a stop at what is now the Goodwill! I think that is wonderful. Light rail is much safer and more convenient than a bus, for kids in particular.  
 >  
 > You may know that I bought the Cole house from the Holmes family. They sold it mostly because their two boys got old enough to want to get out of the house and they had to move because (1) riding a bike out onto JCB was unsafe, and (2) the public transportation downtown was unwieldy.  
 >  
 > The bike problem is partially solved with the new bike lanes, and will be further solved with the bike bridge, and the transport downtown will get a huge boost with light rail. My boys will be able to ride their bikes down to the light rail station, then take it downtown.  
 >  
 > Unfortunately, I can't make it to the meeting tonight; both kids are feverish and have ear infections. So I am stuck at home tonight.  
 >  
 > If you can do it, please express my deep and profound support of light rail to downtown with stops at the Goodwill and downtown Milwaukie.  
 >  
 >  
 > Thanks, Carlotta!  
 > Joshua Shulman  
 > jsl123@nyu.edu  
 > (503) 317-3174

**Gessner, John**

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**From:** Swanson, Mike  
**Sent:** Friday, January 30, 2004 9:30  
**To:** Gessner, John  
**Subject:** FW: light rail  
John--

For the record.

Mike

-----Original Message-----

**From:** Mary King [mailto:maryking@spiritone.com]  
**Sent:** Thursday, January 29, 2004 4:44 PM  
**To:** patduval  
**Cc:** mikework  
**Subject:** light rail

January 29, 2004

Comments on Light Rail Station Options

City of Milwaukie

To Whom it may Concern,

I support the light rail alignment and station option 2.5 which would allow light rail to come directly into the City of Milwaukie.

Although I would have preferred the Post Office space to be used, this is an excellent alternative for

many reasons which have been, and will be stated in comments from other proponents of this option. I will not take up your time listing them again.

Respectfully,

Mary K. King

Former Milwaukie City Council Member

March 1998-December 2002

[maryking@spiritone.com](mailto:maryking@spiritone.com)

503-654-2969

# ATTACHMENT 10

## Transit Center Relocation Open House Comment Card Tally

A "No response" was tallied for each option that did not receive a comment. The "For"s and the "Against"s were straightforward, but in other cases comments reflected "general support with questions or conditions", or were "not supportive but additional information requested". The "Other" comments did not pertain to the particular option (some believed 2.2 was the tunnel option) or were unintelligible.

### Total Responses as of 2/11/04

	No Response	For	Against	Supportive with questions or conditions	Not supportive, additional information needed	Other	Total
Option 1.1, The LPA	41	3	10	1	1		57
Option 1.2 Milport Hook via Harder	39	1	6	5	2	2	57
Option 1.3 "Hook" via Harder Alignment	40	2	10	3			57
Option 1.4 LRT with Milport "fix"	40	4	8	1	2		57
Option 2.1, TC via Tillamook	39	3	7	3	1	2	57
Option 2.2 ODOT via Tillamook	39	8	6	2	1		57
Option 2.3 TC on Heiberg site via Tillamook	44	2	7	1	1		57
Option 2.4 Downtown TC on PO	38	9	9	1			57
Option 2.5, Kellogg Lake TC	9	40	5	2	1		57

### Broken Down By Neighborhood (not every respondent listed their Neighborhood)

	No Response	For	Against	Supportive with questions or conditions	Not supportive but additional information needed	Other	Total
<u>Ardenwald</u>							
Option 1.1 The LPA	3						3
Option 1.2 Milport Hook via Harder	3						3
Option 1.3 "Hook" via Harder Alignment	3						3
Option 1.4 LRT with Milport "fix"	3						3
Option 2.1 TC via Tillamook	3						3
Option 2.2 ODOT via Tillamook	3						3
Option 2.3 TC on Heiberg site via Tillamook	3						3
Option 2.4 Downtown TC on PO	3						3
Option 2.5 Kellogg Lake TC		3					3

	No Response	For	Against	Supportive with questions or conditions	Not supportive, additional information needed	Other	Total
<b>Historic Milwaukie</b>							
Option 1.1 The LPA	3	3		1			7
Option 1.2 Milport Hook via Harder	1		1	4			7
Option 1.3 "Hook" via Harder Alignment	2	2	1			1	7
Option 1.4 LRT with Milport "fix"	3		2	1			7
Option 2.1 TC via Tillamook	3	1	1	1			7
Option 2.2 ODOT via Tillamook	4	2	1				7
Option 2.3 TC on Heiberg site via Tillamook	2	1	3				7
Option 2.4 Downtown TC on PO		2	4				7
Option 2.5 Kellogg Lake TC	1	3	2				7
<b>Island Station</b>							
Option 1.1 The LPA	13		1				14
Option 1.2 Milport Hook via Harder	13		1				14
Option 1.3 "Hook" via Harder Alignment	13		1				14
Option 1.4 LRT with Milport "fix"	13		1				14
Option 2.1 TC via Tillamook	13		1				14
Option 2.2 ODOT via Tillamook	13		1				14
Option 2.3 TC on Heiberg site via Tillamook	13		1				14
Option 2.4 Downtown TC on PO	13	1					14
Option 2.5 Kellogg Lake TC		14					14
	No Response	For	Against	Supportive with questions or conditions	Not supportive, additional information needed	Other	Total
<b>Lake Road</b>							
Option 1.1 The LPA	5		3				8
Option 1.2 Milport Hook via Harder	6	1	1				8



	No Response	For	Against	Supportive with questions or conditions	Not supportive, additional information needed	Other	Total
<b>Lake Road Cont'd</b>							
Optoin 1.4 LRT with Milport "fix"	6		2				8
Option 2.1 TC via Tillamook	6	1	1				8
Option 2.2 ODOT via Tillamook	5	2	1				8
Option 2.3 TC on Heiberg site via Tillamook	6		2				8
Option 2.4 Downtown TC on PO	4	2	1	1			8
Option 2.5 Kellogg Lake TC	1	6	1				8
<b>Linwood</b>							
Option 1.1 The LPA	2		1				4
Option 1.2 Milport Hook via Harder	2			1			4
Option 1.3 "Hook" via Harder Alignment	2	1					4
Optoin 1.4 LRT with Milport "fix"	2	1					4
Option 2.1 TC via Tillamook	2	1					4
Option 2.2 ODOT via Tillamook	2			1			4
Option 2.3 TC on Heiberg site via Tillamook	2				1		4
Option 2.4 Downtown TC on PO	2		2				4
Option 2.5 Kellogg Lake TC		3			1		4

**Milwaukee Transit Center Relocation**  
**Open House (January 29, 2004)**  
**Comment Card Responses**

Option	Comment	Comment
1.1 The LPA	1. Collects traffic from 224 north of Milwaukee. Traffic does not go into city center. Close proximity to city center. 2. Like the location, but it needs better improvements. Bad pedestrian crossing on McLoughlin. 3. No!!! 4. I like any of the options that make it easy to get to the TC from McLoughlin and 224. 5. No 6. I'm not in favor of a transit center located in the industrial area. This isn't user friendly or convenient for someone who depends on transit every day to get to work. It's also unsafe at night to be so far away from downtown. 7. Like the cars and TC separate. 8. NO. 9. Jobs loss. Valuable land. Truck Conflict.	10. I like this option but concerned about displacing businesses. 11. Improper location. 12. Not my favorite. Impact on business considerable. 13. Too far from downtown. Purpose should be to leverage transit with downtown development. 14. Traffic problems. 15. Best location. Puts the transit center north of downtown where 224 meets with McLoughlin. Convenient access for buss/dayovers. TC is a better fit for that location. Locates the end of light rail at 21 <sup>st</sup> & Main with P&R which provides reasonable amount of parking & retail. Majority of P&R at Southgate smaller P&R's at the light rail stations, lessens the impact of transfers more traffic into Historic Downtown Neighborhood.
1.2 Milport "Hook" via Harder Alignment	1. Tunnel. 2. Better than option 1.1. Bad pedestrian crossing on McLoughlin. 3. No. 4. I'm not in favor of a transit center located in the industrial area. This isn't user friendly or convenient for someone who depends on transit every day to get to work. It's also unsafe at night to be so far away from downtown. 5. As with 1.4, what are options of congestion mitigation? Good point is limited neighborhood impact. 6. It might be a good place to send the line, but a long tunnel is expensive. 7. Huge safety issue with bus, TC and pedestrians crossing (running to catch bus or rail without looking). 8. Good traffic flow.	9. Jobs loss. Valuable land. Truck Conflict. 10. Not enough parking. 11. Like this design. Keeps traffic out of DT Milwaukee. Need to think about McLoughlin enhancements for increased traffic. 12. Okay, but the transit center looks a bit weird. 13. More pros than (??). Good option to go under 224. 14. Improper location. 15. I like 1.3 better. 16. Too far from downtown. Purpose should be to leverage transit with downtown development. 17. Look good! With my amended 2.4 - too far of a walk, especially @ night. Put parking at McLoughlin and Washington, but keep station where this shows.

<p>1.3 "Hook" via Hwy 224</p>	<ol style="list-style-type: none"> <li>1. No.</li> <li>2. Like the location (even better than 1.1 and 1.2) but it needs better improvements. Bad pedestrian crossing on McLoughlin.</li> <li>3. I'm not in favor of a transit center located in the industrial area. This isn't user friendly or convenient for someone who depends on transit every day to get to work. It's also unsafe at night to be so far away from downtown.</li> <li>4. This allows drivers on McLoughlin to choose from three sites in case they are full.</li> <li>5. Lot of money spent on tunnels.</li> <li>6. Huge safety issue with bus, TC and pedestrians crossing (running to catch bus or rail without looking).</li> </ol>	<ol style="list-style-type: none"> <li>7. Too expensive.</li> <li>8. Jobs loss. Valuable land. Truck Conflict.</li> <li>9. Tunnel seems more than needed.</li> <li>10. Okay.</li> <li>11. Good</li> <li>12. Improper location.</li> <li>13. I like this better than 1.2. Makes sense.</li> <li>14. Too far from downtown. Purpose should be to leverage transit with downtown development.</li> <li>15. Tunnel impacts creek. Too expensive.</li> </ol>
<p>1.4 LRT with Milport "fix"</p>	<ol style="list-style-type: none"> <li>1. No.</li> <li>2. Like this one best for this location.</li> <li>3. I'm not in favor of a transit center located in the industrial area. This isn't user friendly or convenient for someone who depends on transit every day to get to work. It's also unsafe at night to be so far away from downtown.</li> <li>4. What is cost of elevation?</li> <li>5. Keep only 275 limit on the south end of McLoughlin route.</li> <li>6. Elevating a rail line is expensive.</li> <li>7. Better traffic control. Limited pedestrian issues. Much safer for everyone including pedestrian issues for light rail.</li> <li>8. Elevated is good.</li> </ol>	<ol style="list-style-type: none"> <li>9. Too expensive.</li> <li>10. Elevated would be fun, i.e. Seattle.</li> <li>11. Seems too expensive. Generally, I don't like elevated structures.</li> <li>12. Expensive. Too far from downtown.</li> <li>13. This may work well. Lots of parking. Very accessible. Would be very good for bus traffic.</li> <li>14. Too far from downtown. Purpose should be to leverage transit with downtown development.</li> <li>15. Elevated, too spendy.</li> </ol>
<p>2.1 TC via Tillamook</p>	<ol style="list-style-type: none"> <li>1. Good idea but does not serve Milwaukie's interests well. Too isolated, not close enough.</li> <li>2. Center much too close to downtown Portland and difficult ped crossing.</li> <li>3. I'm not in favor of a transit center located in the industrial area. This isn't user friendly or convenient for someone who depends on transit every day to get to work. It's also unsafe at night to be so far away from downtown.</li> <li>4. It is an idea for the line to get closer to the Union Pacific Rails into Milwaukie.</li> <li>5. Too far from Downtown Milwaukie.</li> <li>6. Elevating a rail line is expensive</li> </ol>	<ol style="list-style-type: none"> <li>10. OK. Nice quiet downtown Milwaukie.</li> <li>11. Improper location.</li> <li>12. I like this. The fact it connects with Springwater, lot of parking too.</li> <li>13. Better traffic control. Limited pedestrian issues. Much safer for everyone including pedestrian issues for light rail.</li> <li>14. Elevated is good.</li> <li>15. Too far from downtown. Purpose should be to leverage transit with downtown development.</li> <li>16. This part ok.</li> </ol>

<p>2.1 TC via Tillamook</p>	<p>7. Truck impact. 8. Like the take off at Tacoma. 9. No, No, No!! Too far north. Doesn't serve Historic Milwaukie.</p>	
<p>2.2 ODOT TC via Tillamook</p>	<p>1. It brings traffic and buses out of downtown and keeps our riverfront open. 2. I like the aesthetics of this one. It also keeps all traffic out of Milwaukie downtown. 3. Better than 1.1 - 1.4 options but limits downtown Milwaukie access. 4. I prefer this option. Keeping the transit center out of town. I love the idea of using a historical building and offices. The less impact on Milwaukie neighborhoods the better! 5. OK. 6. Too close to downtown Portland. Bad ped facilities crossing. 7. I didn't like the industrial sites! McLoughlin could become an issue with traffic. 9. Negative impact on truck access. 8. Left turn for bus out of TC to get to. 10. Too far north. Doesn't serve downtown Milwaukie well. Too far to walk. 11. This is far enough out of Milwaukie making it a great improvement over present location. No negative impact to neighborhoods. Avoids the traffic problems of Southgate site. Also none of the Kellogg-Lake sites seem to be very feasible. Not to mention too close to Milwaukie High as a potential "attractive nuisance." 12. Looks like it may work. Concern about number of available parking places. 13. Too far from downtown. 14. This part ok.</p>	<p>15. It is the most obvious site - uses ODOT. Don't destroy the only thing that makes Milwaukie special, our quaint downtown. Also, this is not even needed here as there is only a handful of actual driving commuters who would care about parking so far away from Portland to save a minimal amount. In short, this is a useless power play by those that have less than our best interests in mind. I've been in L.A., lived there, great example of a beautiful place destroyed by money. 16. Strongly opposed. Severe negative impacts on ingress and egress from North Industrial Area via Main, Ochoco, and Moores streets due to three proposed rail crossings. Additional automobile traffic that would be attracted to this area is not compatible with existing truck/trailer traffic that services existing business in this area. Installation and maintenance of three rail crossings is expensive. This location is very close to the planned parking area at Tacoma Street. The remote location of this option does nothing to enhance the desired renovation and rejuvenation of downtown Milwaukie. Destroys two existing business locations in North Industrial Area. 17. 2<sup>nd</sup> Choice. Continues to locate TC and P&amp;R north of town. Access to 224, McLoughlin &amp; Milport to 17<sup>th</sup> without bringing bus traffic back through town. Has ample space for large Park &amp; Ride. Doesn't take property that could be developed</p>

<p>2.3</p> <p>TC on Helberg site via Tillamook</p>	<ol style="list-style-type: none"> <li>1. Takes traffic from 224 without going through downtown TC. Close proximity to downtown. Utilities existing, track line site.</li> <li>2. If it's not safe for riders, why put this option in for consideration?</li> <li>3. I didn't like the industrial sites!</li> <li>4. Safety problems of 2.4 are resolved. Keeping transit center at Southgate with better, closer access to 224 is a plus. This moves it farther from 224.</li> </ol>	<ol style="list-style-type: none"> <li>5. Too big of safety issue for everyone. Too secluded. Too far away from downtown Milwaukie.</li> <li>6. Transit security.</li> <li>7. Terrible site. Does not seem safe for transit users. Too hidden and too difficult to find.</li> <li>8. No.</li> <li>9. Better than 2.4, but not desirable.</li> <li>10. Too remote, unsafe.</li> <li>11. Too far from downtown, good position on track.</li> </ol>
<p>2.4</p> <p>Downtown TC on Post Office site</p>	<ol style="list-style-type: none"> <li>1. No. Brings traffic through downtown neighborhoods from 224. Too close to High School.</li> <li>2. Not. We are going to all this effort to get the busses out of downtown. This just moves them.</li> <li>3. Second choice.</li> <li>4. First choice because it brings the Light Rail into downtown which brings greater ridership plus ties major arterial together.</li> <li>5. Like this location best of all the set.</li> <li>6. I think near the High School is ok. Strong system connectivity. Access to riverfront.</li> <li>7. I much prefer these two plans (2.4 and 2.5), especially 2.5.</li> <li>8. Safety issues with transit center a good way from parking concern with proximity to High School.</li> <li>9. Too small. What about disabled access for people who drive but can't walk long distances. Impact on school negative. Land too valuable.</li> <li>10. Really like design, especially continued rail to Lake Oswego. Like how transit center is part of D.T. Milwaukie, but not in the middle of it.</li> </ol>	<ol style="list-style-type: none"> <li>11. This serves my neighborhood the best. Transit should be in downtown, not too far north.</li> <li>12. Not good. Too close to school.</li> <li>13. Not interested in this version because it will likely increase traffic on Lake Rd., which is already a bit too heavy/fast.</li> <li>14. This site is close 2<sup>nd</sup> to option 2.5, but presents eminent domain &amp; safety issue.</li> <li>15. No. Too far parking to transit. Safety concern, weather concerns.</li> <li>16. Good, although separating TC from parking may be issue.</li> <li>17. Too far of a walk, especially @ night. Put parking at McLoughlin and Washington, but keep station where this shows.</li> <li>18. Good access to business district and users.</li> </ol>

<p>2.5 Kellogg Lake TC</p>	<ol style="list-style-type: none"> <li>1. No comment, chose 2.5</li> <li>2. No comment, chose 2.5</li> <li>3. No comment, chose 2.5</li> <li>4. No comment, chose 2.5</li> <li>5. No comment, chose 2.5</li> <li>6. It is good for the neighborhood and city.</li> <li>7. This is the best.</li> <li>8. This is the best solution. Creates good access to transit center near downtown. Habitat issues could be resolved by working with fisheries agencies to plan together.</li> <li>9. Makes the most sense to me! Removes lots of congestion from downtown Milwaukie without being too far away.</li> <li>10. No. It brings traffic through downtown neighborhoods from 224. Too close to High School.</li> <li>11. Just like the whole idea.</li> <li>12. Great!!</li> <li>13. Utilize existing city owned property. Correct traffic problems at McLoughlin and River Rd.</li> <li>14. Easy driving access from McLoughlin. Improved intersections. Best position for Light Rail. Improved access for walkers from Island Station.</li> <li>15. Best option by far - considering school district opposition to 2.4. This option is good for downtown, good for my neighborhood and will be good for redevelopment of the sewage treatment plant site!</li> <li>16. Would fix traffic problems on McLoughlin and River Rd intersection. Might jump start redevelopment of south end of Milwaukie. Might help create park/open space developed area along Kellogg creek with downtown.</li> <li>17. No comment, chose 2.5.</li> <li>18. Not. How are the cars coming in on 224 going to get to this site?</li> <li>19. Gives the most opportunity for transit option to Milwaukie citizens. Will encourage business and growth in Milwaukie. I have concern for how it will impact the neighborhoods it crosses. Need to hear how those citizens feel about the plan.</li> <li>20. Provides pedestrian access to dense residential (existing) and downtown. Preserves scarce industrial land.</li> <li>21. Seems to be the best fit and solution to a number of problems.</li> </ol>	<ol style="list-style-type: none"> <li>29. Good connection to future trolley trail.</li> <li>30. NO. Need this for future riverfront development. Needs to complement the riverfront when the sewer plant is moved (?). This option will not be complementary to Milwaukie long-term plan.</li> <li>31. Second best location.</li> <li>32. I much prefer these two plans (2.4 and 2.5), especially 2.5. 2.5 doesn't impact downtown directly yet it's convenient to get to, walkable and in a safe location. I am in STRONG favor of a transit center, park &amp; ride and light rail in Milwaukie. I chose to live in Milwaukie due to its close proximity to an accessible transit center. I depend on this service and hope we can reach a compromise with those against this.</li> <li>33. Fixes River Rd and McLoughlin intersections, brings light rail into Milwaukie, i.e. downtown. Get it across Kellogg Lake so you can extend it to Oregon City.</li> <li>34. Don't like parking in middle of TC. Too much uncontrolled pedestrian access in TC. Sharing traffic with cars in TC (no way).</li> <li>35. Best solution.</li> <li>36. Repairs intersection at River Rd. Good security. Takes traffic off McLoughlin. Finally gets something done on Kellogg.</li> <li>37. Great plan. Very creative. I like the path by the creek. Also, this option fixes the intersection with River Rd.</li> <li>38. Good. Nice change.</li> <li>39. I like this version because it tried to "grab" traffic before it actually hits Milwaukie's downtown (traffic on McLoughlin).</li> <li>40. I prefer this design because it dispenses with north industrial owners' concerns, utilizes public property, does not displace property owners, eliminates excessive traffic impacts to Milport/Main area, constructs on an aesthetically pleasing site, is supported by Kellogg residents, &amp; provides a redevelopment incentive to the River Rd/McLoughlin area. Permitting, though difficult, is feasible.</li> <li>41. Probably workable.</li> <li>42. This one is best of all. Compact, has great impact when combined with trolley trail, waterfront project and (let's hope) removal of Kellogg treatment plant.</li> <li>43. No. Need to be in downtown.</li> <li>44. Strongly support. Easily connects bus and auto traffic from south metro area, in one location, with light rail line. Seems cost effective as property is now vacant. Offers proximity for pedestrian traffic to enter downtown Milwaukie to facilitate rejuvenation efforts. Offers easy access to future waterfront development areas. Also, positive impact on existing businesses in</li> </ol>
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	<p>22. 1<sup>st</sup> choice. Best location for transportation interface. Makes Kellogg Lake a better asset. Consider location Light Rail station at Harrison instead of "lumber yard". Harrison location presents community better.</p> <p>23. This will be a great asset for our neighborhood with the safer signals at intersections, keep traffic off River Rd, good pedestrian access across McLoughlin &amp; Kellogg lake &amp; provide good transit service to commuters.</p> <p>24. I like this one the best but I think there may need to be a significant amount of parking somewhere near downtown Milwaukie. This one is best poised to accommodate future commuter rail and light rail to Oregon City.</p> <p>25. Provides best pedestrian access.</p> <p>26. First choice, but have the station at Harrison. Considers traffic from south out of downtown Milwaukie.</p> <p>27. Use some unusable and vacant land without displacing businesses and residents.</p> <p>28. Second option.</p>	<p>waterfront development areas. No negative impact on existing businesses in North Industrial Area.</p> <p>45. Clearly addresses a problematic commuter issue and prepares downtown Milwaukie for renewal and growth in the future. Economically sound, efficient, and forward thinking. It's an ideal solution.</p> <p>46. This option would make sense for the Milwaukie downtown area. It could help revitalize the area by providing more traffic - the good kind - while enhancing the surroundings and making the roads and intersections safer.</p>
Other	<p>1. TC at Southgate site (1.1 or 1.2) with LR stops in downtown Milwaukie but locate the south end where the post office is with a multi-level parking structure with retail below. It doesn't need to be a bus stop, as those on buses would go on to the TC at Southgate. Keep the idea of a ped walkway over the lake, etc. to eventually tie up with a pedestrian walkway along the railway bridge over to L.O. (great ideal). Build a large multi-level parking garage with retail at the TC.</p> <p>47. On city-owned property should be cheaper to build. Provide better alignment on McLoughlin for safety.</p>	<p>2. I'm not really thrilled with any of these. We need to be sure to consider the convenience of mass transit to Milwaukie residents who want to ride. With limited parking downtown, how do we get people into the downtown with limited mass transit. I would use mass transit a lot more if it were more convenient.</p>

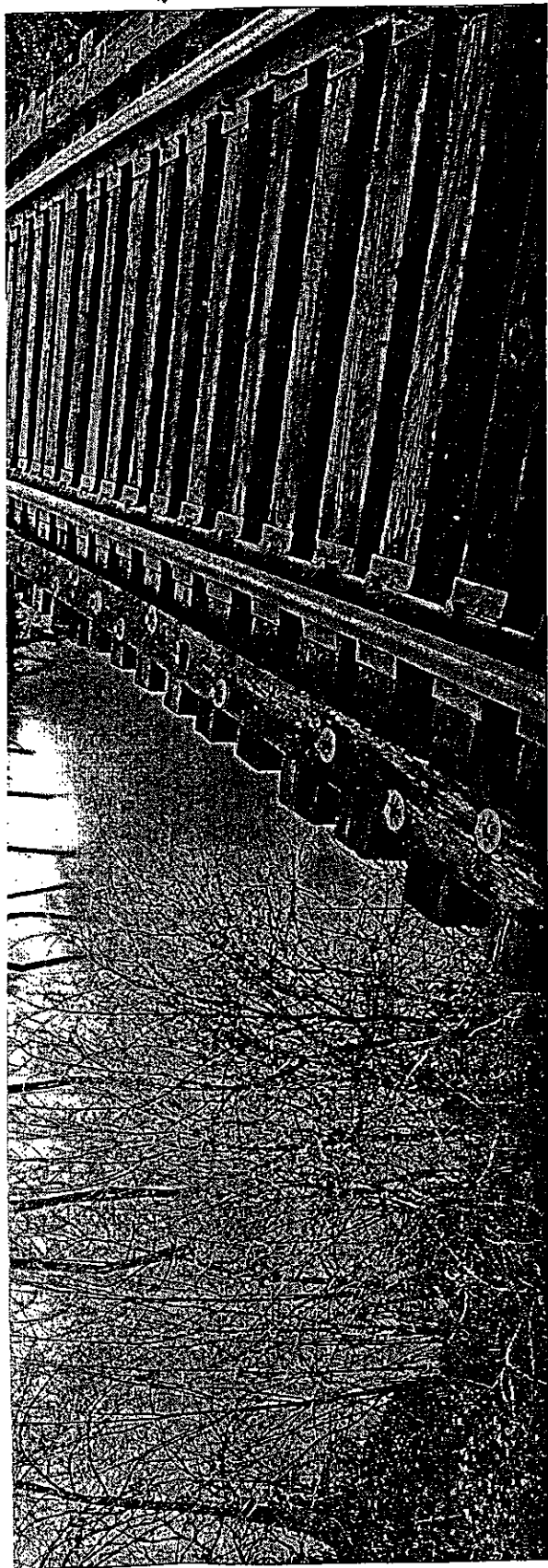
Updated 2/11

**Attachment 11**



trestle is the location favored by a group of business, industrial and neighborhood leaders as the new location of Milwaukie's bus transit center. In the future, a light-rail station and a park-and-ride garage also might be built on the site.

BOB ELLIS  
THE OREGONIAN



# Panel favors Kellogg Lake site for bus center

*If approved, the Milwaukie parcel also could become home to a light-rail station and a park-and-ride garage*

By DENNIS MCCARTHY  
THE OREGONIAN

**MILWAUKIE** — City officials want to know what residents think about locating a bus transit center and, perhaps later, a light-rail station and a park-and-ride garage on a site south of Kellogg Lake.

A 35-member group of business, industrial and neighborhood leaders settled on the site last week.

The group has been studying nine sites for relocating the transit center from Southeast Jackson Street and 21st Avenue.

The group's recommendation, which favors the 2-acre grassy site southwest of Kellogg Lake over an Oregon Department of Transportation

station site north of town, now goes to the city Planning Commission for consideration Feb. 24 and March 9.

Alice Rouyer, Milwaukie community development director, said the city expects to hear from several residents and businesspeople at the meetings at 6:30 p.m. at City Hall, 10722 S.E. Main St.

The City Council will consider the issue April 20 before forwarding a recommendation to TriMet and to Metro for final consideration this summer.

Michael Fisher, TriMet project manager, said if the group's recommendation is approved by the city and its regional partners, construction of the bus transit center could be under way by 2006.

The cost and financing for it hasn't been determined but probably would include a combination of federal and local money, he said.

Before the first shovel is turned, Fisher said TriMet must acquire

the city-owned site, begin design work and conduct an environmental assessment that could take as long as a year.

The transit center, which would be for buses only and would not include a park-and-ride lot for commuters, would be part of the first phase of TriMet and Metro's plan to extend light rail to Milwaukie.

Fisher said the second phase of the plan, which would include construction of a four-story parking garage and a light-rail station on the site, likely hinges on Portland-area voters approving a bond measure. No election date has been set.

Fisher said the latest estimate for extending light rail from downtown Portland across a new Wilamette River bridge and south to Milwaukie is about \$500 million.

Brian Heiberg, co-partner of Heiberg Garret Recycling and a member of the group that decided

on the site, said he voted for Kellogg Lake in part because the state Transportation Department site has more potential as future revenue-producing land.

Rep. Carolyn Tomei, D-Milwaukie, said she and her Island Station neighbors are excited about the Kellogg Lake transit center and the possibility of seeing it grow into a light-rail hub.

"I think it will be a real asset for my neighborhood and the downtown," said Tomei, former Milwaukie mayor. Tomei said plans to build pedestrian bridges over Kellogg Lake and McLoughlin Boulevard — among second-phase improvements if light rail were approved — would bring people into downtown and to Milwaukie's new riverfront park.

But Tomei said her neighbors also are eager to see traffic signals and improvements at the River Road-McLoughlin Boulevard intersection. Residents call the crossing

"the guillotine" because of the number of serious traffic accidents. Fisher said Transportation Department plans call for the River Road and the 22nd Avenue intersections with McLoughlin Boulevard to be improved with traffic signals.

Some members of the transit group who fought to keep light rail out of their neighborhoods still aren't convinced Kellogg Lake is the best site for a transit center and light-rail station.

Ed Zumwalt of the Historic Milwaukie Neighborhood Association said there still will be much bus traffic through downtown neighborhoods.

He said he doesn't see how shifting the transit center to the southern tip of town or building a light-rail station on the site would help the city's economic development.

Dennis McCarthy: 541-591-4591; dennismcCarthy@ne.egonian.com

# South

THE OREGONIAN ♦ TUESDAY, FEBRUARY 3, 2004

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## Group stymied on transit center siting

*A committee favors two options for the Milwaukie facility but finds that it cannot choose between them*

By DENNIS MCCARTHY  
 THE OREGONIAN

MILWAUKIE — A group studying potential sites for a new Milwaukie transit center and a possible light-rail station is narrowing its focus to locations at the north end of town and southwest of Kellogg Lake.

City Spokesman Grady Wheeler said the Milwaukie Transit Center group hopes to reach consensus on a site at its meeting at 1:30 p.m. Wednesday at the Milwaukie Public Safety Building, 3200 S.E.

Harrison St.

If it can't decide, Wheeler said, the group probably will forward both alternatives to the city Planning Commission, which will send a recommendation to the City Council in March.

The council is expected to make its recommendation to Metro in April.

Milwaukie, TriMet and Metro officials want to relocate the on-street transit center at Southeast Jackson Street and 21st Avenue to a new site by 2006. Most agree, however, that light rail is several years away and probably would require voter approval of a bond measure.

The 35-member group includes neighborhood and business leaders, north-area industrial and man-

ufacturing representatives, and local, state and regional staff.

It has considered nine sites, including the Southgate Theater, which Metro previously had designated as its preferred transit center location.

But north-area industrial and manufacturing leaders complained that a transit center and light-rail lines cutting through the Southgate area would create major traffic congestion and tie up their transport businesses.

TriMet planners came up with other sites, basically along the Tillamook branch of the Union Pacific railroad lines.

One of the two sites favored by the group would combine a transit center and park-and-ride garage in a single building at the southwest edge of Kellogg Lake, south of

downtown. A light-rail station could be added later, if money is available.

The second site is an old Oregon Department of Transportation building along the east side of Main Street and Southeast McLoughlin Boulevard, just south of Ochoco Street at the north end of town.

Of the nine options, local representative on the panel generally favored these two. But after two meetings in January, the group could not reach consensus on the best site.

Those favoring the Kellogg Lake site claim it would speed up efforts to relocate the transit center because the city already owns the 2-acre site.

But proponents of the ODOT site said its location, at the north-

ern tip of the city's north industrial area, would not hamper redevelopment or heighten the threat of crime and loitering downtown, as the Kellogg Lake site might.

About 130 people attended an open house last week to view the transit center options.

Linda Clark, an Island Station resident, said she favors the Kellogg Lake site because she would be closer to light rail if a station is built on the site. She also said it would force the highway department to install traffic signals and to realign the River Road-McLoughlin Boulevard intersection leading into the site.

Dennis McCarthy, 503-294-5914; dennis@oregonian.com



**Fresh pastries**

Judy Lane, a baker's helper at Muro's Bakery,



BOB ELLIS/THE OREGONIAN

wraps up the school's annual Veterans Day Assembly Monday. Students not only organized the event but also received a Blackburn, who spoke about his experiences in the Korean War, and say thanks for preserving democracy.

## People Heart awarded

When I look at that beautiful... I see the ghostly faces of all... fellows that didn't make it... k," he said before addressing... lalla's students. "You're... oring veterans, but really the... rans want to honor you... 're our future, and you're... g a tremendous job."

Meanwhile, students at Milwaukie High School showed their appreciation for the country's veterans with countless standing ovations during the school's 31st annual Living History Day. Organizer and physical education teacher Ken Buckles estimated that more than 400 veterans showed up for the event, which included assemblies to honor members of the school who have served in wars. Later, veterans took over classrooms, where they spoke to students on topics ranging from the Battle of the Bulge to the Holocaust.

In the early afternoon, everyone gathered in the school gym. Students stood, stomped feet and cheered for 15 minutes as veterans entered the building. The honored included 105-year-old Howard Ramsey, who served with the Army in France during World War I. Among other

tasks, he ferried water to the troops at the front.

Milwaukie High alumnus Kyle Rovetto, Class of 2001, called the day "incredibly moving."

Rovetto, a U.S. Army medic, was wounded earlier this year during a mortar attack in Iraq. At Monday's ceremony, he received the Purple Heart and was promptly mobbed by his former schoolmates and well-wishers.

"I had been a part of this for four years as a student here, but never has it meant more to me," he said.

The last remarks of the day belonged to Lynn Bradach, who spoke on behalf of the five area families who have lost loved ones during the war in Iraq. Her son, Marine Cpl. Travis J. Bradach-Nall, was killed in July after he volunteered to clear mines.

"It's so very hard," she began, her voice choked with tears. "Please remember them. Please don't forget them."

"And each time you hear we lost another one, take the time to read their stories and realize how much they gave to all of you."

Tom Quinn: 503-294-5916; thomasquinn@news.oregonian.com

## 8 Milwaukie sites on transit center list

*A working group will meet Thursday to discuss the possible locations for TriMet to build the facility*

By DENNIS MCCARTHY  
THE OREGONIAN

MILWAUKIE — Downtown Milwaukie's bus transit center could be shifting a few blocks south to the end of Main Street under one scenario being studied.

A 35-member group of Milwaukie residents and business people are studying eight possible transit center sites, including one where the U.S. Post Office and an indoor archery range are. That site could connect to a four-story, 825-space park-and-ride garage at the west side of Kellogg Lake via a 600-foot covered pedestrian bridge crossing the lake.

But Michael Fisher, TriMet project manager, said the south Milwaukie site is just one concept the working group will discuss when it meets at 2 p.m. Thursday at Milwaukie's Public Safety Building, 3200 S.E. Harrison St.

Fisher said he doesn't expect any consensus over where a transit center should be until early next year.

City officials, who for years have tried to persuade TriMet to move its buses from Southeast 21st Avenue and Jackson Street, want the transit agency to build a transit center north of downtown, preferably at the former Southgate Theater site at the intersection of Main Street and Milport Road.

The Metro Council in April approved plans to run two light rail lines into Clackamas County — one along the Interstate-205 corridor from Gateway to the Clackamas Town Center and a future light-rail line from downtown Portland to Milwaukie. Part of the Portland-to-Milwaukie line included plans for a bus transit center at Southgate.

But some industrial and business leaders in the northern part of town protested, arguing the rail line and transit center could uproot some of their businesses, wipe out existing parking and create major transportation problems for the area.

In response to these concerns, the Milwaukie Planning Commis-

sion asked TriMet and Metro seven months ago to form a group of Milwaukie neighborhood representatives and north end businesses to look at other possible sites that would serve the whole community.

Four of the options are based on light rail following an alignment south paralleling McLoughlin Boulevard, then switching east through the theater property and following the Tillamook Branch of the Union Pacific Railroad lines south through the city.

The group came up with four additional options, basically following the railroad line and skirting most of the north end industrial area, with transit centers at either Tacoma Street; at the Oregon Department of Transportation office on Southeast McLoughlin Boulevard south of Ochoco Street; on part of the Heiberg Garbage and Recycling property off Hanna Harvester Drive; and at the south end of Main Street.

Fisher said TriMet is trying to acquire the Southgate property through condemnation. He said the agency hopes to demolish the theater and clear the property for a park-and-ride lot by the end of this year.

Reactions to the south Main Street transit center concept and the Kellogg Lake parking structure are mixed.

Roger Cornell and Ed Zumwalt, both representatives of the Historic Milwaukie Neighborhood Association, say they are opposed to bringing more bus traffic, noise and air pollution and congestion into downtown Milwaukie.

But Rick Farasy, chairman of the Island Station Neighborhood Association, said he and some members of the group think it's a good idea, particularly the pedestrian bridge.

Bill Monson, a north end property owner who could see one of his leased manufacturing buildings wiped out by a transit center and line at Southgate, says he thinks the south Main Street transit center and park and ride has real potential.

But Mayor Jim Bernard, who has fought long and hard to get buses out of downtown, said he thinks the transit center belongs in the north industrial area.

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## They could assign third defense team, experts say

the UO law school. "At what does the judge do that? Now? he next attorneys?"

The judge could decide to appoint Weaver a third pair of lawyers to insist that the trial move as scheduled, said Stephen R., a professor at Lewis & Clark Law School. The judge also

deprive Weaver of his constitutional right to a speedy trial.

In 2000, the Oregon Supreme Court overturned the murder conviction and death sentence of inmate Scott Dean Harberts on the grounds that he had been denied a speedy trial. He was in jail awaiting trial for five years.

er will keep quiet with a third set of lawyers, legal experts said.

Rich Wolf, a Portland defense attorney, said lawyers have different thresholds for dealing with troublesome clients. Some conclude it's not worth their time and energy.

defendant John Allen Muhammad, who briefly represented himself during his ongoing trial, said some defendants try to sabotage their cases to gain control over the process.

"Part of what they want to do is put themselves in control of the

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# South

## TriMet weighs Milwaukie transit options

*A neighborhood group offers a ninth idea for the location of a bus transit center and park-and-ride*

BY DENNIS MCCARTHY  
THE OREGONIAN

MILWAUKIE — A new idea has been added to the debate about where to put a future bus transit center, light-rail station and park-and-ride building.

Tie them all together at a 2-acre, city-owned site southwest of Kellogg Lake.

Carlotta Collette, president of the Ardenwald-Johnson Creek Neighborhood Association, came up with the idea of combining the three facilities at the Kellogg Lake site and suggested it to Michael Fisher, TriMet's project manager.

Fisher presented the new option

Thursday to a group of Milwaukie residents, neighborhood representatives and business leaders who have been studying eight possible locations in the Milwaukie area.

"I think it's always important to have a transit center close to people," Collette said.

Using Collette's idea, TriMet planners came up with a proposal that includes building an elevated light-rail station next to a four-story, 660-space parking structure and bus transit center between the lake and Southeast McLoughlin Boulevard.

A bridge spanning McLoughlin Boulevard would provide pedestrian access to the Island Station neighborhood and to the Milwaukie riverfront.

A reconfigured and signaled intersection at McLoughlin and River Road also would provide better vehicle access for northbound and southbound cars and buses on

McLoughlin and vehicles crossing from River Road.

Fisher told the group the Kellogg Lake proposal is a variation of an earlier idea that would split the location of the bus transit center and future light-rail station and the location of the parking structure.

The bus and light-rail center would be near the south end of Main Street, between Lake Road and Adams Street.

But the 825-space parking building would be built on the southwest side of Kellogg lake, requiring transit riders to cross a 650-foot bridge across the lake.

This becomes the ninth option under study by a 35-member group of Milwaukie residents, business people, educators, and regional and local planners trying to figure out the best locations for future transit facilities in the city.

Fisher said TriMet has concerns about the additional costs of ex-

tending light-rail tracks another 650 feet and constructing an elevated light-rail station at the Kellogg Lake site. The south Main Street transit center and light-rail station could be built at ground level, he said.

Fisher did not provide any cost estimates Thursday.

If Milwaukie, TriMet and Metro officials approve the Kellogg Lake idea and financing is available, Fisher said, construction of the bus transit center and parking building could begin by 2006 or 2007.

But financing the light-rail phase could be trickier. TriMet and Metro officials have said a Portland-to-Milwaukie light-rail line probably would require approval of a bond measure.

The 18 members attending Thursday's meeting split into groups to evaluate the strengths and weaknesses of each of the suggested options. Four of those in-

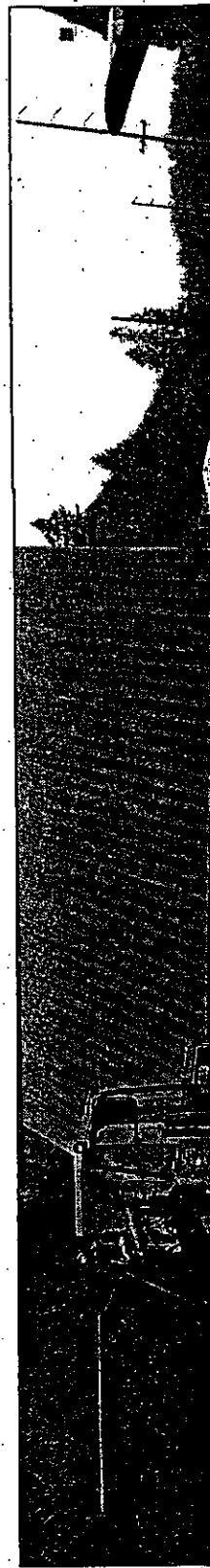
cluded a bus transit center at the Southgate Theater, although TriMet is considering demolishing the theater and creating surface parking.

One option places a transit center at Tacoma Street, another would put one at the historic Oregon Department of Transportation building on Southeast McLoughlin Boulevard, and another option would put one at the Heiberg Garage and Recycling property near the Tillamook Branch of the Union Pacific Railroad lines.

Alice Rouyer, the city's community development director, said the group's written evaluations will be summarized for its next meeting Jan. 8, during which the group hopes to narrow the options.

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## Road worker rodeo



**Attachment 12**









1.4 Elevated LRT with Milperra fix



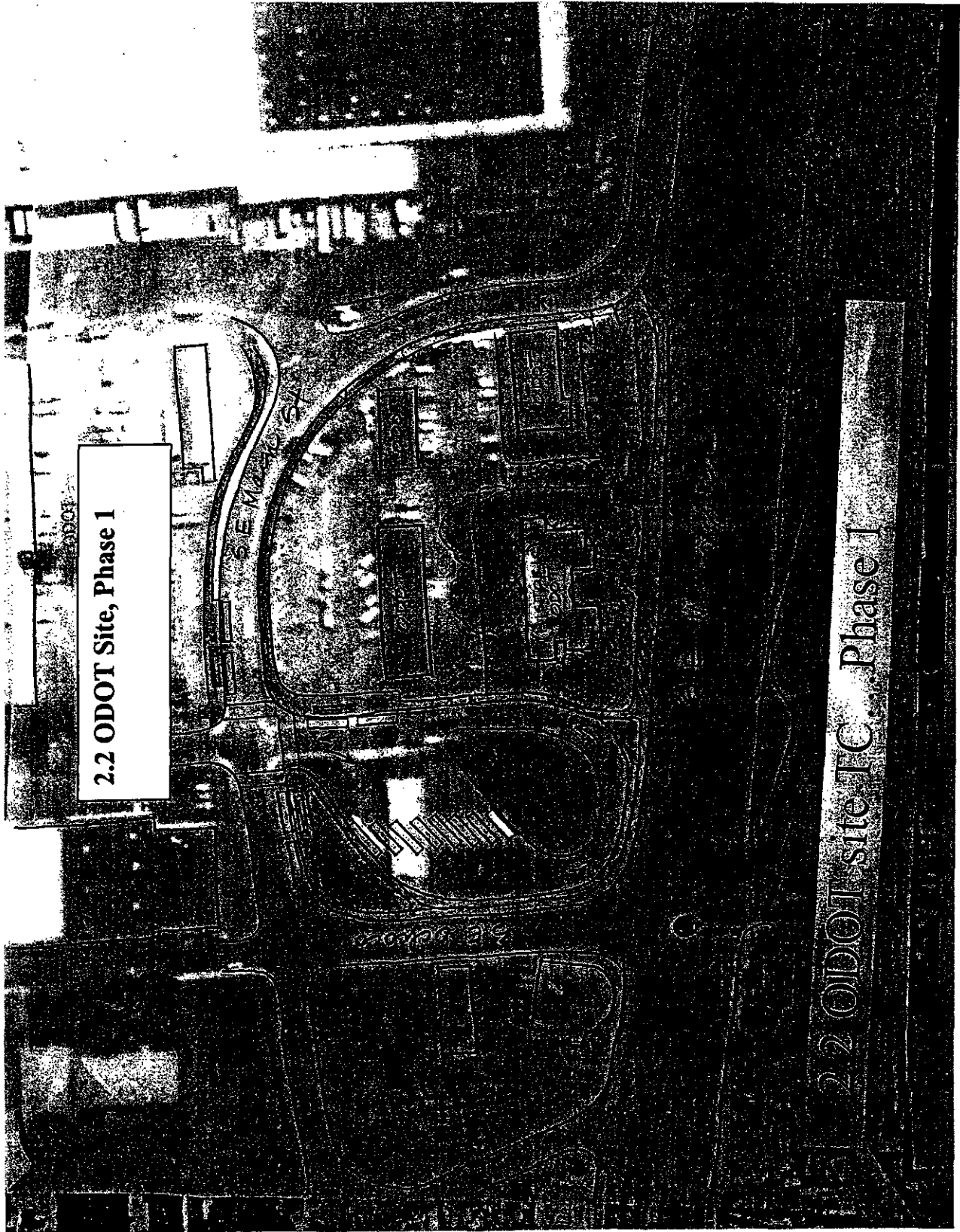


2.1 Tacoma Transit Center

Cvia Tillamook



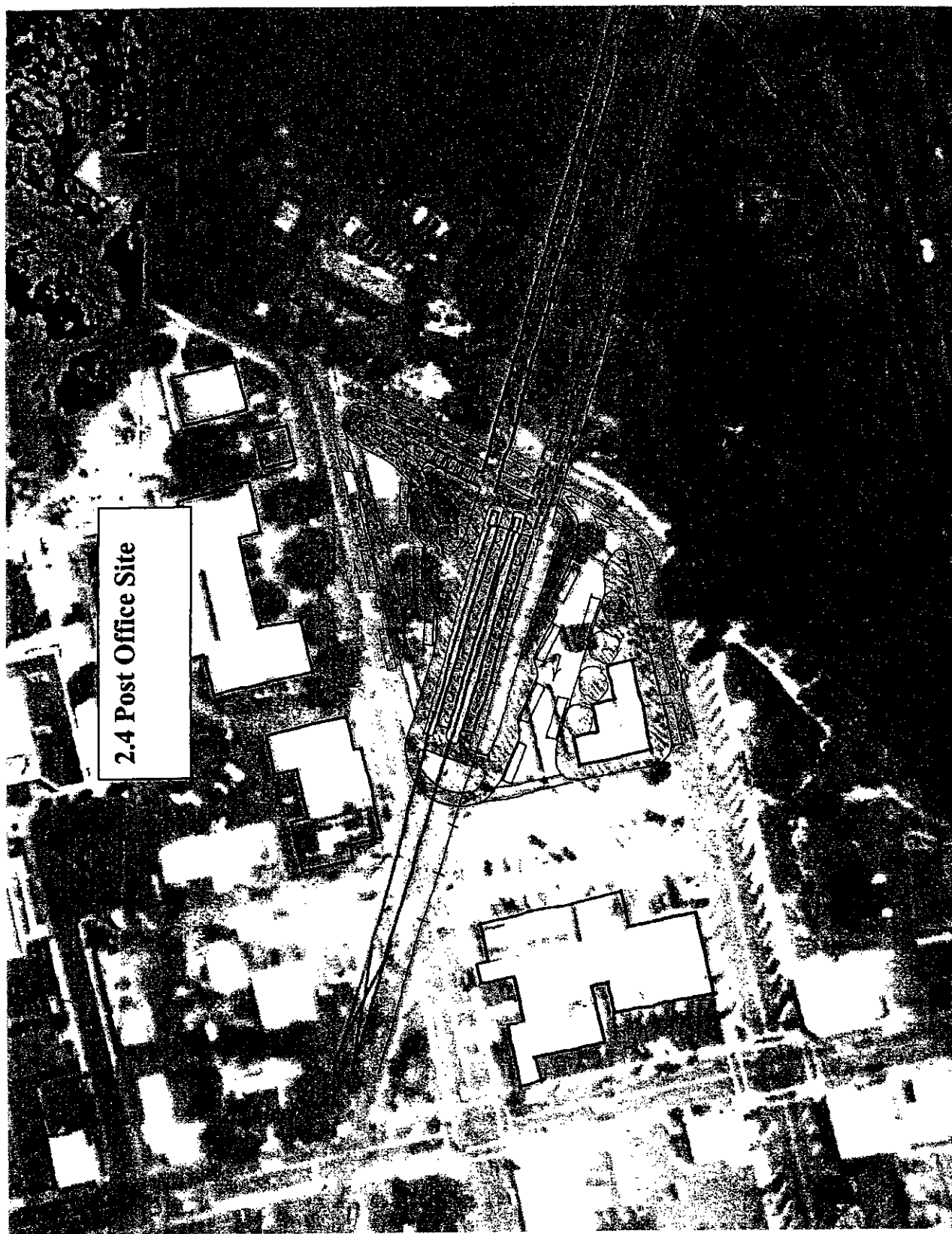






2.3 Heiberg Site

2.3 Heiberg site TC via



**Attachment 13**

**Working Group Meeting Notes**

**Milwaukie Transit Center Working Group Meeting #2**  
**September 17<sup>th</sup>, 2003**

**Michelle Gregory, Soapbox Enterprises:**

Welcomes everyone back. Explains that the staff on the project has met since the last meeting and will continue to meet. Notes that she met with Chuck Willie and George Anderson since the last working group to get their input.

**Ed Zumwalt, Historic Milwaukie Neighborhood** challenged the group with a rhetorical but necessary question in his mind. Are we all wasting our time here or will our effort lead somewhere?

**Dave Unsworth, Metro** replies that the decision that Milwaukie and the South Corridor are a priority has been made already and that the various organizations want to have a plan that Milwaukie can support—as future projects depend on the success of this project.

**Michael Fisher, Trimet** adds that the Milwaukie Transit Project already has dollars allocated for it and the purpose of the working group is to decide more specifically where it will be built.

**Michelle Gregory** stresses the importance of the group's ability to problem-solve and communicate as a unified body to policy makers. She adds that she believes the success of this project will depend on whether or not the group can do that.

**Michael Fisher, Trimet:**

Shares that he toured the Anderson Die and Manufacturing and the WW Metal Fab business facilities. Notes that both businesses are thriving and complex.

- **Anderson Die and Manufacturing:** Notes that George Anderson's business uses the railway to bring in raw materials. Notes that they discussed the light rail route and George's concerns regarding the possible closure of Moores St.
- **WW Metal Fab:** Chuck Willie expressed desire to consolidate and expand his business in the North Industrial on one site in the future. Discussed his concern regarding parking for his employees and how light rail would impact it.

**Mark Hendrix, Rudie Wilhelm Warehouse Co.:**

Presents overview of the businesses in the North Industrial district, what they do, their truck routes and usage of intersections. (Mark offered to type of a summary of his presentation for future reference by the group.)

Explains why truck access is so important to the businesses. Emphasizes that all the businesses in the NI area are dynamic and somewhat fragile in that they are dealing with high level of competition—both from each other and from businesses all over the West Coast.

- Estimates that 30-35% of the products distributed by NI businesses go to the Portland-Metro region while the rest goes all over the Pacific Northwest, Western Canada, Alaska, and beyond.
- Notes that the NI businesses provide high paying family-wage jobs.
- Notes that the businesses are all owned locally thus providing further benefit to the local economy.



**Randy McCourt, DKS:**

Adds that there is a cyclical nature to the distribution business so that some months are busier than others. Also notes that the freight docks were designed for 40 ft. trucks, not the 53 ft. trucks that they currently use. Maneuvering can be extremely challenging—both for docking but also at intersections leading into the North Industrial area—particularly the intersection at Mailwell and Main. Trucks must swing into the opposite lane to turn at this intersection.

**Dave Unsworth, Metro:**

Presents an overview of the history and usage of McLoughlin (See handout):

- Notes that it is designated as a highway, which is just one designation below a freeway.
- Notes that it is unlikely that significant grade separation will be done along McLoughlin in the next 20 years.
- Notes that there are many options available for the group to discuss that may help solve some of the problems at the various intersections of concern.

**Brian Ray, Kittleson and Associates:**

Presents overview of findings from study that was commissioned by the North Industrial Businesses (See handout):

- Presents many options for resolving the intersection issues.
- Emphasizes that no plan is ideal since McLoughlin has had a series of less than ideal incremental changes done over the last 50 years. However, notes that a feasible solution is possible.

**Conclusion**

**Michelle Gregory:**

Michelle thanks everyone for their patience while listening to presentations. Assures group that next meeting will begin the process of brainstorming solutions. Suggests that we use the cafeteria down stairs for break-out groups.

**Needs and plans for next meeting:**

John Gessner will start the group off with a review of the Planning Commission's findings and how they relate to the NILUS project.

Michelle asks that the group carefully read the Planning Commission's findings so that John's presentation can be short and leave the most time for questions and brainstorming.

**Open house:**

Will most likely be held in early November.

**NEXT MEETING DATES:**

**All meetings at ODS building from 2:00-4:00pm:**

- Thursday, October 2<sup>nd</sup> (This meeting will go from 2p to 5p.)
- Wednesday, October 15<sup>th</sup>
- Thursday, October 30<sup>th</sup>
  - Thursday, November 13<sup>th</sup> has been set as a placeholder if we need it.

**Milwaukie Transit Center Working Group Meeting #1  
September 4<sup>th</sup>, 2003**

**Welcome and Overview:**

**Michelle Gregory, Soapbox Enterprises:**

Introduces herself as facilitator. Discusses group charge and purpose, ground rules, and housekeeping. Familiarizes group with workbook. Emphasizes that each person in the room has a piece of the answer in making the project become a success.

**Dave Unsworth, Metro:**

Power Point presentation on the history of Milwaukie transit projects and what brought us to the point we are at now. (Refer to handout in workbook with Power Point slides.)

**Dave Aschenbrenner, Hector Campbell Neighborhood and Peter Koonce, Ardenwald Neighborhood:** Review 14 points developed by Neighborhood Associations and supported by the Milwaukie City Council.

**Michael Fisher, Trimet:**

Explains the relationship between various transit projects and a rough timeline.

There are really have three projects here.

- The Milwaukie Transit Center: To be funded with 5309 funds, which are dedicated for bus and bus infrastructure. Completion projected for 2006-7.
- The South Light Rail Project: Includes a light rail station, bus transit center, and 600 space park & ride garage. Completion projected for 2012. Will be contingent on future funding and most likely a regionwide vote.
- Southgate Park and Ride: Will have about 400 parking spaces, funded already.

To implement the Milwaukie Transit Center (MTC) the longer term light rail plans must be firmed up. The working group's charge is to find a permanent site for the MTC, a site that works in the near term and longer term with light rail.

Additional background: It was noted that business leaders provided input to the planning commission's findings and that McLoughlin Blvd. is the only corridor in the Metro region without a large park and ride facility.

**Questions and Comments:**

Q: Is there a connection between the plans for the Southgate Park and Ride and the other projects?

A: The need for the Southgate park and ride is on demand that exists today. It is independent of future plans for the MTC and light rail.

Q: Has Southgate Property been acquired yet?

A: No, still in process.

**Introductions:**

Michelle asks that everyone introduce themselves and state what has brought them here and what they hope and expect to achieve in the working group. There was a question about the balance of N'hood leaders, North Industrial Business representatives and public employees who would be a part of the working group. Michelle requested a show of hands from each group and reminded the group that some people are here as observers.

**Beth Ragel, PSU Intern:**

Here to observe, learn, and take notes.

**Bill Adams, ODOT, Planning and Growth Management:**

Wants to protect public investment dollars in highway. Wants the group to succeed and wants to support the process.

**Dolly Macken Hambright, Linwood Neighborhood Association:**

Hopes for consensus. Hopes project will make sense for years to come and serve future generations.

**Paul Shirey, City of Milwaukie Director of Engineering:**

Hopes for success that serves all parties.

**John Gessner, City of Milwaukie, Director of Planning:**

Wants to support the City Council Resolutions that were decided upon.

**David Aschenbrenner, Neighborhood Association:**

Wants Milwaukie to thrive and hopes plans will support that and not harm that.

**Gary Hunt, Oregon Transfer:**

Here to represent interests of business and property owners.

**Michael Pratt, Trammell Crow/Commerce Park:**

Hopes group will address impact on businesses in north industrial area.

**Norm Unrein, Rudie Wilhelm**

Is concerned about traffic flow/congestion at Millport and McLoughlin.

**Mark Hendricks, Rudie Wilhelm**

Comments made later in the meeting.

**Keith Bell, Rudie Wilhelm**

Concerned about increased number of cars/commuters and wants intersection of Millport and McLoughlin to be safe for cars and pedestrians.

**Chuck Willie, WW MetalFab**

Wants to retain parking for businesses and their employees.

**George Anderson, Anderson Tool & Die**

Does not want to move his business and wants to be able to expand it in the future.

**Howard Dietrich, Mill End Store:**

Has 40 acres in the area and wants to maintain the community of north industrial area, the jobs, and the viability of the north industrial area.

**Bill Monson, Irido property owner:**

Concerned about momentum of project and that too much is already set for the project. Also concerned that plan has too much going on Main St.

**Brian Heiberg, HBD Enterprises:**

Primarily just wants to keep up on what is happening and learn about the process. Concerned about zoning changes and how that will impact businesses.

**Peter Koonce, Ardenwald Neighborhood association:**

Recognizes complexity of the project and is also concerned about congestion at Millport.

**Ed Zumwalt, Historic Milwaukie Neighborhood Association**

Values community and validates the concerns of the north industrial property owners. Believes a solution can be worked out.

**Jason Wachs, Milwaukie Neighborhood Services:**

Here to keep group informed as to the City perspective.

**Dave Unsworth, Metro:**

Recognizes some problems in the plan and is optimistic that any problems can be solved.

**Conclusion:**

**Concluding questions and comments:**

Mark Hendricks, with Rudie Wilhelm emphasizes that businesses in the north industrial area are thriving and many serve not just the Milwaukie area but serve the entire Pacific Northwest. Also notes that the businesses provide significant numbers of union-wage jobs.

**Needs for next meeting:**

- Statistics on number of accidents & citations at Millport/McLoughlin.
- Metro and OOT will clarify the RFP and what it says about access management.
- Business owners, led by Mark Hendricks, will report usage of the intersections, number & size of trucks, busiest times, etc.
- John will bring aerial photos and description of proposed zoning changes and we'll discuss the planning commission findings in detail.

**NEXT MEETING DATES:**

**All meetings at ODS building from 2:00-4:00pm:**

- Wednesday, September 17<sup>th</sup>
- Thursday, October 2<sup>nd</sup>
- Wednesday, October 15<sup>th</sup>
- Thursday, October 30<sup>th</sup>
- Thursday, November 13<sup>th</sup> has been set as a placeholder if we need it.

**Open House:**

Likely be the last week of October or first week of November at St. Johns Church - to be discussed meeting #3.

**Milwaukee Transit Center Working Group**  
**Workshop/Meeting #3**  
**October 2, 2003**  
**DRAFT group report notes**

TC: Transit Center  
P/R: Park and Ride  
LRT: Light rail  
LPA: Locally Preferred Alternative  
WIW: Wild Ideas Welcome

Prior to the breakout session John Gessner gave a brief explanation of the planning commission findings. The presentation was difficult to hear because we were sharing the room with ODS employees on their lunch break.

After John's presentation Michelle Gregory began to explain the framework for the breakout sessions. During the explanation Howard Dietrich posed the question of why we needed to do the breakout sessions at all if everyone agreed that the Tillamook Branch should replace the current LPA. Michelle polled the group for consensus on this point. All of the North Industrial stakeholders and one neighborhood stakeholder agreed that it was a better option, even with little information about how it would work. Zero staff members raised their hand during the poll...and Dave Unsworth of Metro voiced disagreement with the idea of ditching the LPA at this juncture, but held his comment.

Michael Fisher intervened to explain the procedural importance of developing a mitigated LPA scenario, since that is the option currently 'on the books'. Michelle stressed the need to fulfill our charge from the planning commission before exploring other alternatives and even as a way to start exploring other alternatives.

Michelle and Michael explained that what NI stakeholders want is within the "realm of the possible" but the exercise of turning over every rock with the current LPA had to happen before we as a group make a case for a different alternative. Michelle reminded the group that the community and the policy makers will need an explanation of whatever recommendation they formulate. The NI stakeholders were skeptical of this, but after a discussion about the value of documenting the potential mitigation strategies, the group agreed to engage in the exercise as a means to an end that may serve them well.

The NI stakeholders emphasized their need for an alternative that does not cut through their district, disrupting their essential operations. They distributed a position statement for use during the breakout session. They also emphasized that they are not opposed to light rail per se, they want a win-win, but they are opposed to the impacts of the current LPA. With that, the group was back on track to begin the work session.

The bullet points below for each group summarize the way they presented their work in the report back session. Flip chart notes for each group have been written up word for

word at the end of each group summary. Two sets of maps were also given to each group: one of the LPA outline over an aerial photo of the district, and one that provided a plain aerial of the district and downtown Milwaukie.

Michelle explained the two phase exercise, with one segment devoted to solving for the problems created by the LPA and one devoted to complete free-form brainstorming. Each approach would be given equal time. She provided a model for the brainstorming sessions that used the acronym WIW to stand for key perspectives for brainstorming. Wild Ideas Welcome, We're all In it to Win, Wise Investments Work, and Where is What's Her Face.

She also asked the groups to consider some very broad criteria, which were based on an accumulation of much more technical and detailed criteria that the staff will use during their evaluation of ideas. These include but may not be limited to: Traffic, Parking, Transit Service, Circulation, Business Viability, Community Livability and Regional Sustainability.

### Group 1

#### LPA (Locally Preferred Alternative)

- No objection to P&R or TC in North Milwaukie Industrial area if traffic can be managed without impacting truck operations
- Truck turns at Main/ Mailwell and Main/Milport are big problem – not enough turning radius. One possible approach is to widen Mailwell to the north at Main to create more space for truck turns.
- Improve Milport intersection by moving Main and LRT to east to create queue space for the east leg of the Milport/McLoughlin intersection.
- Elevating tracks (or building LRT underground) would solve lots of problems but would be expensive.
- Create protected left turn at Ochoco for truck traffic

#### WIW (Wild Ideas)

- Water taxi
- Locate the TC and P/R to area adjacent to 224 on the Hannah South site, add new exit off 224 into parking structure and expand TC to commuter and Amtrak use eventually..
- Using the Tillamook Branch alignment for LRT, locate TC & LRT station on Harder property – also pull Main back at Milport
- Elevate McLoughlin over Milport allowing turns at grade.
- McBrod – widen, and connect north end to McLoughlin and south end to 224 as alternative traffic flow route.
- Locate P/R on site south of Kellogg Lake with pedestrian connection to Lake Road LRT Station on the north side of the lake.

**Flip chart Notes from Group 1:****LPA:**

Parking: 30 trucks per hour – protected left at Ochoco (a possible solution) plus move parking to S. WWMetalFab & W. Rudy Wilhelm for more street room for turns & parking.

Commuter: Above design accommodates buses better (along w/ more room for trucks).

Business Viability: Ease of Access

Community Livability: Ease of Access & removing threat traffic to neighborhoods by simplicity of design.

Regional Sustainability:

Traffic: Consensus on light rail may be very viable. No major objection to Southgate park & ride.

26 ft. width Main Street may not afford ability to make turns @ Mailwell Drive. "Auto Turn" to study for space. Same for Intersection of Main @ Milport Rd.

Realign Main thru park & ride in "U" shape. Realign light rail alongside. May be solution for Main and Milport.

Elevate Light Rail over Main to mitigate crossing conflict (from north of Mailwell to south of Milport.)

**WIW:**

(If \$ were no object) – build underground. Revisit Water taxi service (there is a historical precedence w/ Ferry Service in the area.)

(Use) Hannah back to the tracks & encompass park & ride, train & bus station (including Amtrak), taxi service. Access into Park & Ride off 224 on an upper level)

Follow the Tillamook Branch

Elevate 99E over intersections for unimpeded crossover @ Milport & Mailwell.

McBrod improvements w/ no turn onto 99 (cross only) @ Millport & turn N or S (to Ochoco or 17<sup>th</sup>)

Move S. Milw. Park & ride S. of Kellogg Lake w/ ped bridge @ Kellog into Lt. Rail Connection.

## Group 2

### LPA

- To replace lost parking construct new parking lots on the ODOT property and near Milport
- Elevating LRT would retain existing parking and access on Main Street. Begin the elevated near Ochoco and remain elevated through the industrial area.
- Improve Milport intersection by moving Main and LRT to east to create queue space for the east leg of the Milport/McLoughlin intersection.
- Institute one-way northbound traffic on Frontage Road, west of McLoughlin, to create queue space for the west leg of the Milport/McLoughlin intersection.
- Locate the TC on vacant land between Hannah North and Harder Mechanical including an alternative alignment between Heiberg and Hannah South that avoids displacing Harder. Do TOD development in this area.

### WIW

- Locate TC under an elevated Springwater Corridor with access from Main extended to the site. Locate the P/R on the Pendleton or Goodwill site. Use the Tillamook alignment into downtown Milwaukie.
- Locate P/R on site south of Kellogg Lake with pedestrian connection to Lake Road LRT Station on the north side of the lake. Keep the downtown Washington P/R proposed in the LPA.
- Locate the TC on the Post Office block downtown and deal with parking issues, security and bus circulation issues.
- Provide a walk-on station for Ardenwald neighborhood (but how to cross RR tracks?)
- Locate the LRT crossover from Main to Tillamook through the ODOT property just south of Ochoco.

**Group 2 did not use flip chart..only maps.**

## Group 3

### LPA

- Elevate LRT on Main.
- Reconfigure the street to connect Main Street to Milport into a hook-shape that creates queue space for the east leg of the Milport/McLoughlin intersection.
- Provide a new road connecting Mailwell to Hannah Harvester (behind Oregon Transfer) parallel to the Tillamook Branch.
- Avoid displacing Iridio. Hannah North likely to be developed before LRT is funded



- Since people don't understand how to get use the west Frontage Road to access Milport, provide a new southbound slip ramp closer to Milport.
- No solution found to stacking problem at Milport on the west side of McLoughlin.
- At Main and Mailwell provide a traffic signal that allows truck turns to swing onto LRT tracks to make turns.
- No solution found to employee parking problems; can't find place to locate parking structure

### **WIW**

- Locate P/R on site south of Kellogg Lake with pedestrian connection to Lake Road LRT Station on the north side of the lake. P&R at south end best because people won't drive through town. Don't locate P/R in the industrial area.
- Locate the LRT crossover from Main to Tillamook through the ODOT property just south of Ochoco.
- Locate TC on Pendleton site next to Springwater Corridor. Use the Tillamook alignment into downtown.

### **Flip Chart Notes for Group 3 –**

Elevate line immediately after Tacoma

Maintain Elevation through Milport and through the park & ride facility.

Removing interaction between light rail and industrial area traffic by shifting main street west after irridio, preserving irridio, and through the proposed park & ride, and then back to main to create sufficient stacking distances for trucks.

Need to find different place for the parking structure.

Constructing road from Mailwell, along tracks to Hannah Harvester Drive, to create better stacking distance, and avoid light rail intersection conflict.

Of at grade level, signal @ Mailwell to allow turns over light rail tracks.

### **Group 4**

#### **LPA**

- Elevate LRT would be attractive since its separates LRT from truck traffic
- Locate TC on vacant land between Hannah South and Heiberg property.
- Pull back Main/Milport intersection to create queue space for the east leg of the Milport/McLoughlin intersection.
- Southgate P&R ok for now but this land will be needed in the future to fix Milport intersection

- Accuracy of cross section – is there really enough space to fit LRT and road? Don't want to agree to a concept and then have it not work out result in a business being eliminated

#### **WIW**

- Using the Tillamook Branch alignment, locate TC and P/R on Harder site with direct access to Hwy 224.
- Fix Milport – pull intersection back onto Southgate property
- Locate P/R on site south of Kellogg Lake with pedestrian connection to Lake Road LRT Station on the north side of the lake. This site has good access to and from McLoughlin.
- Maybe don't need 3 P/Rs (Tacoma, Harder, Kellogg) – better spacing between if no P&R in North Indust area. Maybe split up combinations of TC/P&R/LRT functions between 3 sites, but still need to fix Milport
- Reconfigure the street to connect Main Street to Milport into a hook-shape that creates queue space for the east leg of the Milport/McLoughlin intersection. Need to maintain same green time as today.

#### **Flip chart Notes for Group 4**

LPA -

Elevated track

Move transit center & parking structure

Fix Milport – pull back split rail/street

Prove xsection on Main.

Con's – business losses, complicated intersections, parking?

WIW –

Use Tillamook Line, put parking/transit Center at Harder Mech. Vacant Lot.

Use Tillamook line, put parking and transit center at Kellogg Lake with walkway to and from parking.

Group Configurations:

Group 1: Dolly Macken Hambright, Mark Hendricks, Bud Roberts, Chris Tabin

Group 2: David Aschenbrenner, George Anderson, Gary Hunt, Bill Adams, Alice Rouyer

Group 3: Ed Zumwalt, Howard Dietrich, Keith Bell, Grady Wheeler.

Group 4: Paul Shirey, Chuck Willie, Brian Heiberg, Roger Cornell, Pete Holman

Floating Resource People: Randy McCourt, Dave Unsworth, John Gessner, Michael Fisher, Jennifer Koozer, Michelle Gregory, Beth Ragel.

Observer: Xavier Falconi.

At the close of the session Michelle and Michael thanked the group for devoting their constructive, creative energy to the project. The group gave itself a hand and a brief description of the staff work that would ensue to draft up these design ideas and begin evaluating them was provided.

Next meeting is scheduled for October 15<sup>th</sup> at ODS boardroom at 2pm.

**Milwaukie Transit Center Working Group  
10/15/03 Meeting Notes**

**Participants:**

David Aschenbrenner, Hector Campbell NDA  
 Ed Zumwalt, Historic Milwaukie NDA  
 Roger Cornell, Historic Milwaukie NDA  
 Brian Heiberg, Heiberg Garbage & Recycling  
 Peter Koonce, Ardenwald NDA  
 Molly \_\_\_\_\_, Lake Road NDA  
 Dolly Macken-Hambright, Linwood NDA  
 George Anderson, Anderson Die & Mfg  
 Bill Monson, Irridio property  
 Keith Bell, Rudie Wilhelm Warehouse  
 Gary \_\_\_\_\_, Oregon Transfer  
 Chuck Willie, WW Metal Fab  
 Mark Hendrix, Rudie Wilhelm Warehouse  
 Howard Dietrich, Oregon Worsted  
 Pete George, Holman (?) – did I get this name right, throughout document?  
 \_\_\_\_\_, Harder

**Staff:**

Michelle Gregory, Soapbox Enterprises  
 Alice Rouyer, City of Milwaukie  
 Dave Unsworth, Metro  
 Bill Adams, ODOT  
 Michael Fisher, TriMet  
 Paul Shirey, City of Milwaukie  
 Brian Ray, Kittleson Assoc.  
 Randy McCourt, DKS  
 Jason Wachs, City of Milwaukie  
 Grady Wheeler, City of Milwaukie  
 Bud Roberts, ODOT  
 Xavier Falconi, Falconi Consulting Services  
 Jennifer Koozer, TriMet

Michael Fisher explained that the design options that will be presented reflect the participants' ideas from the last meeting. There were two broad sets of options: Main street alignment or Tillamook Branch alignment. All options include light rail station (LRT), Transit Center (TC), and Park & Ride garage (P&R)

Chuck Willie asked for clarification of what a TC entails.

Michael Fisher explained that TC refers to a bus transit center, with bus stops and bus layover locations. For transit operations, the bus TC should be adjacent to LRT station, and the LRT station should be adjacent to P&R garage.

Staff described the four Main Street alignment options, all of which include P&R at Tacoma:

#### **Option 1.1: LPA design**

- This option shows the essence of the problem: trying to do too much in one location, all at or near the Main/Milport intersection: access to the bus TC, access to a park and ride structure, an LRT crossing, and a driveway to the replacement parking lot.
- The complexity heightened because the Main/Milport intersection is so close to the McLoughlin/Milport intersection.
- The key strategy to mitigating the problem is to spread out these uses.

#### **Option 1.2: Milport Hook via Harder Alignment**

- Extend Milport by connecting to Main in one continuous flow, trucks go around the hook, stop directly at one intersection with stop bars close to McLoughlin, and no jockeying between two intersections. Creates long queue space to maximize green time: trucks can line up and when light turns green get more trucks through intersection, onto McLoughlin.
- LRT crosses street in swooping part of “hook,” not at intersection.
- New traffic signal for Main/Milport at south end of “hook.”
- Utilize space inside “hook” for bus TC.
- Chuck Willie asked where buses would come from and go to. Most buses access the TC to and from Main Street to the south.
- P&R would be accessed off Hannah Harvester Drive: filters auto traffic, most of which will come from and go to the south.
- P&R traffic will come from/go to a “V” – generally Hwy 224 east and Hwy 99E south. About 95% will come from south. LRT is considered a high quality trunk service to the urban core, replacing many of the bus routes from this point north. Most buses will bring riders here from east and south and then turn around.

Dolly Macken-Hambright asked about access for emergency vehicles. Designs haven’t been fully developed yet but could include accesses for emergency vehicles (e.g., in swales that would surround the hook). Intersections would be wide enough for buses to travel in both directions.

- This option also includes a triangle of about 80 replacement parking spaces to compensate for some of the business parking lost on Main. (This would be employee parking for North Industrial businesses, not P&R.)
- P&R patrons could walk down Main to cross at signal, or take pedestrian bridge to center of “hook.”
- Howard Dietrich asked how the west side of Milport would function.

The designs have not yet addressed the west side of Milport.

- David Aschenbrenner asked how pedestrians would cross in front of the buses.
- The design includes designated pedestrian crossings to the inner circle of the “hook.”
- Bill Monson asked how riders would access the P&R.
- Riders coming from east/224 wouldn’t use this P&R, they’d use Tacoma P&R. Riders from south/99E would come north on Main directly into P&R, and would leave on Main to Harrison to 99E.
- Pete George asked if the 80 spaces are the only replacement parking. Additional replacement parking (angled street parking) is proposed north of Mailwell.

- The concept for mitigation on Main Street was explained. The truck turns (for 53' trailers) at Mailwell/Main Street could be improved from today. WB trucks on Mailwell could turn right without impinging on oncoming lane. Same could be true for NB trucks on Mailwell turning right at Mailwell. WB trucks on Mailwell turning left would have to wait for NB traffic on Main to clear as they do today. . To improve the Mailwell/Main intersection, space from OT would need to be taken on the northeast corner. Angled replacement parking could also be provided if OT and Holman were willing to give up some landscaping. As proposed in the LPA OT would lose 22 spaces and Holman 8 spaces. The mitigation plan proposes 14 replacement space in front of OT and 22 spaces in front of Holman, a net increase of 6 spaces if the two companies could share the parking.
- Another area of concern was the closure of Moores; the proposed mitigation plan maintains the right turn (this just costs more for crossing gate)
- All of the above mitigation concepts also apply to Options 1.2 and 1.3.
- [A participant] asked if any of the Main Street options include on-street parking.
- None of the Main options include on-street parking. However, staff did measure the street and found there may be around six feet more width than anticipated. This could mean wider travel lanes are possible.
- Roger Cornell asked if there had been any thought to accessing directly from Hwy 224.
- South Corridor process did study access to TC/P&R directly from Hwy 224, but there is no safe place for an off-ramp so close to the Hwy 99E ramp.

#### **Option 1.3 – Milport Hook via Hwy 224**

- Under this option Milport looks similar to Option 1.2 but this option has alternative alignment that doesn't displace Harder or affect Heiberg.
- Could be feasible but has several issues, mainly getting under Hwy 224 and Tillamook Branch. Tunnel with 6% drop in grade would go through wet area -- sensitive hydrology, natural resource issues, old trees, springs.
- Tunnel would be very costly but less land would be needed.
- Dolly Macken-Hambright asked if any businesses would be displaced under this option.
- No businesses displaced in this area, but one office building near the Lake Rd station on Adams is displaced in all options. The intent of this option preserves businesses and tax base.
- Chuck Willie asked why LRT needs to be on east side of Tillamook Branch.
- This issue is clarified in discussion of other options.

#### **1.4 – Elevated LRT with Milport Fix**

- This option displaces Iridio property and Southgate property.
- Displacements under other Main Street options:
  - Option 1.1: Iridio, Southgate, Harder
  - Option 1.2: Southgate, Hannah North, Harder
  - Option 1.3: Southgate, Hanna North, some of Hannah South
- LRT would be elevated starting around ODOT property, then follow Main south. Just a few parking spaces would need to be removed for the columns. Not much impact on the ground.
- Would also pull back Milport/Main intersection ~250 feet, with new signal at T intersection. Creates queue space.

- Space above lengthened intersection would be used for P&R garage. Pedestrian bridge would connect to elevated LRT platform. Would be more expensive than a normal garage of the need to build over a street and to have two sets of ramps within the structure.
- Howard Dietrich asked why the garage couldn't be built higher.
- The expense would be associated with inefficiency of building around empty space for street, additional ramps, etc.
- David Aschenbrenner asked if there is more mixing of trucks and cars under this option.
- There would be more mixing of cars and trucks under this option.
- Chuck Willie asked if this option could incorporate the alignment in Option 2.3 that does not displace the Harder property.
- This can be addressed in ongoing discussion of options.
- Roger Cornell asked if the elevated LRT and non-elevated LRT have the same parameters downstream.
- The elevated LRT and non-elevated LRT have the same parameters downstream.

**Tillamook Branch options** – The assumption with all of these options is that there would be a P&Rs at Tacoma and at Kellogg Lake. Tacoma P&R is for riders from east on Hwy 224; Kellogg or Southgate P&R structure is for riders from south on Hwy 99E.

#### **Option 2.1: Tacoma TC via Tillamook**

- Study of this began with the \ group's suggestion to use space under Springwater Corridor, plus Pendleton site. However, it was found that there is insufficient space on the SC/Pendleton site for the LRT alignment and station, the TC and the P&R.
- George Anderson noted that the bike trail couldn't be located on grade.
- Therefore, the design used the Goodwill site, as studied in the SDEIS, and added the Pendleton site needed to accommodate the additional functions (TC). Would also need to extend Main and connect to Tacoma for bus access.
- Would leave ~1.2 acre remainder parcel that could be jointly developed with P&R.
- David Aschenbrenner asked how traffic would enter and exit the P&R.
- Most traffic would enter from Tacoma (after exiting Hwy 99E).
- Dolly Macken-Hambright noted that design doesn't have provisions for emergency vehicles.
- Emergency vehicle access will be considered for further designs.

#### **Option 2.2: ODOT TC via Tillamook**

- Alignment would cross west side of ODOT parcel, leaving historic office building with park-like quality intact, with LRT behind it.
- P&R could be optional, could be surface lot or garage. (It's preferable to have P&R spaces – the McLoughlin corridor is "P&R challenged" – the more P&R spaces, the more ridership on LRT, the better position the project is in for federal funding.)
- Howard Dietrich suggested taking all of ODOT's property to build a large surface lot, since surface lot would be less costly than garage.
- ODOT had indicated it would be extremely difficult to relocate this facility.
- Brian Heiberg asked if the project would have to relocate ODOT but not a private landowner.
- Relocation procedures are the same for private and public landowners. Landowner is compensated, but the project is not responsible for finding comparable land for them.

- ODOT wouldn't want to get into condemnation battle, would approach project as regional partner. But no one at ODOT in position of authority with respect to this land has been asked about feasibility of this option.
- LRT is on east side of Tillamook Branch in this option and previous.

### **Option 2.3 – TC on Heiberg Site via Tillamook**

- Bus TC on east side of Heiberg yard, LRT on west side of Tillamook Branch (couldn't be on east side because RR is unlikely to grant another crossing without several others being closed).
- Cross-section of RR east of Downtown: under LPA alignment [and all other options except this option) LRT fits within ROW, RR tracks can stay in current alignment and cross trestle. Under Option 2.3, the RR tracks would have to be shifted about 18' to the west, which would displace Milwaukie Lumber and impact Waldorf School.
- Cross-section of RR in the North Industrial area: under the Tillamook Branch option considered in the SDEIS, the Tillamook Branch and a feeder spur were combined onto one track, west of the LRT, with LRT in the middle and the Unisource spur to the east. Under Option 2.3, this wouldn't work, and there would have to be 5 tracks, with one feeder spur moved to the west which likely require reconstruction of the spur tracks feeding the industrial buildings.
- There is a lot of risk involved in working with the RR. Example: with Washington County Commuter Rail, the railroads required \$15m for just for the right to use tracks. Moving spurs and asking for new crossings is a really big deal. If the RR isn't interested, it can jeopardize the whole project. This is the only option with major RR challenges.
- Howard Dietrich noted that a fix for the Milport intersection hasn't been discussed with any of the Tillamook Branch options.
- Under the Tillamook Branch options, Milport would not be impacted or improved.
- Howard Dietrich asked about problems from the Southgate Park & Ride currently under review.
- All of the LRT options are for the long-range, and wouldn't be implemented until 2012 at the earliest. Under these Tillamook Branch options under discussion, the Southgate P&R would not be utilized in the long term.
- Pete George asked which option is least expensive.
- The Tillamook Branch option that was contemplated in the SDEIS was less expensive, but all of these new options need to be evaluated before we can compare any costs.
- This option would not displace any North Industrial businesses but would affect Milwaukie Lumber and Waldorf School.
- Howard Dietrich suggested starting to negotiate with RR now. Michael Fisher reported that staff is working with the railroad on issues related to the replacement of the Bybee Bridge and the MLK viaduct. Generally, you don't approach the railroad for serious negotiations until you have a funded project.
- Tacoma P&R needs to be on west side also to eliminate need for additional pedestrian crossing; not enough space on east side.

### **Option 2.4 – TC on Downtown Post Office Site**



- TC on block around Lake Road station. Block is partially vacant, bisected by RR.
- Design has a bus-only drive with location for layovers; other bus stops would be on-street. There could be a building for community policing, operator break room, coffee shop, etc (e.g., a Hillsboro station includes a library branch).
- If commuter rail connects from Willsonville and Lake Oswego on the Tillamook Branch, there could be a shared platform for commuter rail and LRT.
- Challenges would include grading, underpass.
- P&R would be across Kellogg Lake, accessed by simplified River Road intersection. Fourth leg of intersection would be access to garage. Most traffic would enter from the south, turning right off McLoughlin. P&R would connect to TC with 600-foot covered pedestrian bridge. This would allow the block currently planned for P&R to be developed. P&R could serve events in downtown, waterfront. Connect to trolley trail.
- David Aschenbrenner asked if there is a way to get the McLoughlin buses to exit McLoughlin and serve this TC without going through downtown and noted potential conflicts with the high school.
- Even though many buses would turn around here once LRT opened, they would still need a place to layover.
- 
- David Aschenbrenner expressed concern about TC in downtown, confluence of buses, LRT, commuter rail all near high school. Dolly Macken-Hambright said that there have already been some conflicts with the existing on-street TC and the high school.
- Howard Dietrich asked if the TC could also be on the south side of Kellogg Lake.
- TC could only be located across Kellogg Lake from Downtown if LRT also crossed lake, which would add significantly to costs. Having transferring riders walk ~600 feet from a Kellogg Lake TC to catch the train at Lake Road is too far. The purpose of TC is to make transfers as convenient as possible.
- David Aschenbrenner said the problem is having all the buses in the region come here, asked exactly how many buses would use the TC?
- Roger said that the problem is having the TC downtown, and this option keeps it in downtown. Peter K said it might make sense because this parcel is already bisected by RR, and not easily developed for other uses but ideal for a TC..
- David A. said it might make more sense to have P&R at Kellogg Lake for local service, but have TC at the ODOT property.
- Michelle Gregory reminded the group that the current TC was never designed, it just evolved. Any new TC will be carefully designed.
- Ed Z. suggested giving through consideration to how things may change in 10, 15, 20 years. In the future there may be other development in the area north of downtown (the bowling alley, pizza place etc).

#### **Evaluation criteria**

- Pete George suggested voting on which options were initially appealing. Dolly Maceken-Hambright said the group isn't ready. Peter Koonce asked for clarification on the process of developing recommendations in a group with diverse interests. Howard Dietrich said that the group needs more input from staff on how these options could work, technical recommendations.

- Michelle expressed appreciation for this perspective, said that staff does need more time to study the options and provide the group with more information. Some of the options mean that more people need to be at the table. The group will need to work together to develop a powerful recommendation.
- Pete George clarified that he suggested voting in order to narrow the list down so it's easier to work with.
- A goal for the next meeting will be to review staff evaluation of options and do some narrowing down.
- Alice noted that there is a great need for consensus, said that City of Milwaukie will hold some meetings without Metro, ODOT and TriMet to talk about local interests.
- Michelle described the evaluation criteria that staff have developed so far. The list was based on the 14 Points developed by Neighborhood Leadership, the position statement that the North Industrial Leader distributed at the last meeting, the Planning Commission's findings and Exhibit A, and basic standards of the public agencies that would be project participants. She asked for feedback on the draft evaluation criteria.
- Suggestions for improving the evaluation criteria included:
  - Howard Dietrich said that "traffic delay" should be expanded to include broader traffic impacts, not just delay. (Randy noted that this criterion will include delay, queue time/backup, out of direction travel, etc.)
  - Pete George said that "business displacements" should be expanded to include negative impacts on businesses, not just displacements.
  - Howard Dietrich said that there should be some consideration of the west side of McLoughlin at Milport.
  - Emergency access should be included in "safety/security"
  - Evaluation should include compatibility with long-range corridor plans.
- Meeting schedule:
  - 10/30 meeting is cancelled. (Will allow staff more time to evaluate options before reporting back.)
  - 11/13
  - 12/4
  - 12/11
  - Future meetings at same time, in same space. If group grows, may need larger space.
  - Open House TBD.
  - Dave U. asked if anyone would be interested in field trip to Hillsboro, to discuss this city's similar experience with locating transit facilities. He will bring some possible dates to next meeting.

## **Milwaukie Transit Center Working Group 11/12/03 Meeting #5**

### **Introductions:**

Michelle welcomes everyone. She explains that today the group will receive a summary presentation on the technical evaluation of the eight suggested options developed at the last working group meeting for the location of the transit center and light rail alignment. Michelle also points out that since some of the alternatives generated at the last meeting produce impacts on new stakeholders, that there are some new people at the meeting. She adds that there is much more information regarding the evaluation in the packets that have been distributed, in the interest of time the oral presentations will be brief. The new stakeholders follow:

Caroline Tomei: From Island Station neighborhood  
 Gary Michael: Island Station neighborhood  
 Jean Michel: Lewelling neighborhood  
 Art Ball: Lewelling neighborhood  
 Kathy Buss: Lake Road neighborhood  
 Molly Hanthorne: Island Station Neighborhood  
 Another woman from Island Station (didn't catch name)  
 James Stillwell: Harder Mechanic  
 Mike Brown: On Target Archery  
 Ron Landers: On Target Archery

Also in attendance: David Stroop Clackamas Review newspaper...left early in the meeting.

### **Michael Fisher (Trimet):**

Michael first points out the eight maps displayed along the wall. These maps have the drawings of the eight layout alternatives. He also points out the evaluation matrix posted on the wall. He notes that everyone has copies of the eight layouts and the evaluation matrix at their seats.

Michael explains that the first set of four options (1.1-1.4) follows a Main Street alignment. The second set of four options (2.1-2.4) follows the Tillamook railroad to Lake Road with a station on Kellogg Island.

### **What the two sets have in common:**

They all have a park and ride at Tacoma St.  
 All have 875 parking spaces (but differ in where those are located). Options 1.1-1.4 have two parking areas; one on Washington and another smaller lot on Main St.  
 Options 2.1-2.4 propose that all 875 spaces be located on the south side of Kellogg Lake.

### **Summary of eight options (refer to maps for greater detail):**

**Main St. Alignments (1.1-1.4):**

- 1.1 The primary issue with 1.1 (the original LPA) was congestion at Millport/Main intersection.
- 1.2 Changes this intersection by connecting Main St. to Millport. Creates a “hamster wheel” design. The Transit Center would be located in the center of this loop with park & ride located next to it.
- 1.3 Is the same as 1.2 but includes idea of tunnel to get across 224, and it crosses south of the Hieberg property.
- 1.4 Extends Millport so vehicles have more queuing time. The park and ride is over Main St. with the transit center to the south. Light rail is elevated all along Main Street in this option.

**Tillamook Options (2.1-2.4):** All these options propose a park and ride on Kellogg Lake greenspace which would be connected to the transit center by a covered pedestrian bridge.

- 2.1 Transit Center is moved up to Tacoma and all combined into single complex.
- 2.2 Follows Main St. to Ochoco then crosses ODOT property. The transit center would be on ODOT property.
- 2.3 Transit center on east side of Heiberg business. Takes an acre of that property but does not include the park and ride.
- 2.4 Transit center would be located downtown Milwaukie around proposed Lake Rd Station. This would directly impact archery business and post office.

**Question and comments:**

Q. Can we fit the buses and the park and ride both on Kellogg Island?

A. That is possible. Dave (Metro) points out that this is something to consider but also refers to the environmental regs that are involved with that site and the need for connectivity between the light rail station and the bus transfer center. LRT would have to be there also.

Q. Would it be possible to make subtle changes to reduce the scale and size of the transit center so it has less impact to the neighborhood?

A. Dave responds that there may be some ways to accomplish this through design.

Q. Has 875 park and ride spaces always been the goal?

A. Yes, for light rail that has always been the goal.

Ed comments that a 600 foot pedestrian bridge is too long for elderly people. Tacoma station could be an option for elderly.

Michael: Important to understand how the Transit Center operates. There is a lot of service that connects downtown Milwaukie to other areas in very direct ways. If we change bus routes we will need to know what that this does to service that connects Milwaukie to the rest of the region.

## **Evaluation Matrix Report:**

Michelle directs attention to the evaluation matrix. She points out that the highest score is 5 and lowest score is 1.

### **Criterion 1; Required level of stakeholder outreach:**

Evaluated the degree of outreach/mitigation that would be needed by each option. In other words, the further the plan moves away from LPA the more outreach/mitigation will be needed to involve new stakeholders and respond to their concerns about how a TC develops.

### **Criterion 2; Support of land use goals and objectives:**

John Gessner (City of Milwaukie) explains how each alternative supports the City's land use goals and objectives:

He explains that he used "cut and paste" to put the text of the policies in the matrix so we could see them.

As far as housing and neighborhood policies, all the options scored the same. However, there were significant differences in transportation policies. Locating the transit center in downtown is consistent with the current policy (this meets the housing density plan.)

The largest differences in scores were seen in the economic development area: John explains that the City has strong policies on retaining industrial lands. 2.4 received score of 5 because it met all criteria for economic policy.

Q. Heiberg asks if the goal has been to get the transit center out of downtown?

A: The goal is to improve the current transit center in a manner consistent with city policies that may or may not mean moving it from the downtown.

### **Criterion 3; Loss of developable land:**

Michael Fisher (Trimet) explains that Main Street options result in the greatest loss of developable land. The Tillamook options are better in this regard with the ODOT option being the best. He explains that this might be a bit misleading since we are not counting ODOT property as developable land.

### **Criterion 4; Loss of businesses:**

Main Street options result in loss of 6-7 businesses whereas Tillamook options result in loss of 2-4 businesses. Option 2.3 (Heiberg site) displaces 4 businesses including Milwaukie Lumber, US Post office, and Archery business. For this option, the tracks need to be located on the West side. Heiberg points out that this would create total displacement. Michael changes the rating from a 3 to a 2 as a result.

### **Criterion 5; Degredation of business sites:**

Main Street options cause reduced access, loss of convenient parking, loss of landscaping, and increased traffic delays unless elevated. However, elevation of light rail would reduce visibility of businesses . Tillamook alignments do best under these criteria.

**Criteria 6; Loss of Parking:**

LPA (1.1) impacts 109 spaces so only rated a1.

Option 1.2 added some parking back (104 spaces) but none in front of WW Metal Fab so we gave it a 3. The elevated Main Street option does not impact parking except for 12 spaces (where columns would be) so that got a 4. All of Tillamook options don't impact parking (except for along Lake Rd, 21<sup>st</sup>, and Main St. downtown) so they got a 5.

**Criteria 7**

??? Was this the missing sheet?

**Criteria 8; Traffic:**

(Delays, vehicle trip generation, and intersection performance/operation)

Dave explains that Park and Rides are what impact traffic delays—not busses. Explains the evaluation of intersections. A grade of “A” is good and “F” is bad but D is acceptable. The reason that D is acceptable is that anything higher can require massive infrastructure which has negative impacts.

He points out that "Hamster Wheel" at Millport becomes compliant once changed. All options performed about the same except for 1.1 (the unchanged LPA).

**Criteria 9; Access and Circulation /Trucks:**

Out of direction travel, access spacing, queuing:

\*See handout, ratings not given.

**Criterion 10. Neighborhood Impact:**

Traffic Infiltration: Projected how many more cars would be going through neighborhood. Projected out over next 20 years.

Notes that there may be ways to mitigate car flow/infiltration.

Notes that Kellogg Lake options have less increase of traffic through neighborhoods.

\*See handout, options are not rated.

**Criterion 11; Intersection at Millport and McLoughlin:**

John Gessner explains that the City's traffic analysis noted that there were problems with Millport a while back. Any fix to Millport that does not include planning for light rail (and the Federal government funding associated with it) would take time and might not happen

**Criterion 12; Amount of land use within 1/3 mile of transit center:**

In other words, what options allow most population and employment within the area.

Option 2.4 (downtown transit center) performed best with a rating of 5. Option 2.2

(ODOT TC via Tillamook) performed the worst with rating of 3. All other options were rated a 4.

**Criterion 13; Safety for customers:**

Visibility from passing traffic is important to customer safety. Heiberg is most isolated and gets worst rating for visibility/safety. Option 2.4 (downtown transit center) performed the best for its proximity to pedestrian scale/commercial uses.

**Criterion 14; Ease of Transfer:**

The easier/fewer the transfers between rail and buses the higher the ridership is likely to be. All options performed pretty well.

**Criterion 15; Meets transit center site selection criteria:**

Overall, downtown site has best rating followed by mitigated 1.2-1.4.

**Criterion 16; Emergency Access:**

Basically all options perform fine except Heiberg option because it is so isolated.

**Criterion 17; Ecosystem impacts:**

All the Main Street options get a rating of 3 except 1.3 because a tunnel would have greater ecosystem impacts. All the Tillamook alignment options get a rating of 2 because the ped bridge goes through riparian habitat.

**Criterion 18; Historic impacts:**

All options scored a 3 except 2.2 and 2.3, which were given a rating of 2.

**Criterion 19; Aesthetics:**

Elevated Main Street option (1.4) gets the lowest score because it will have large visual impact. It was rated a 1.

**Criterion 20; Costs**

Both capital and operating costs (in future dollars) was ranked.

Downtown transit center option (2.4) is least expensive while elevated Main St. option (1.4) is most expensive.

**Final comments:**

Dave (Metro) reiterates that the staff evaluation of various factors should not be construed as a recommendation. The community will need to take this information and make their own decision regarding which option makes the most sense for them. This information represents a technical process, the community will conduct its own political process and the outcome will most likely be a balance of the two.

### **Upcoming Meetings:**

Michelle asked the group to consider the following “roadmap” to the working group process culmination.

**Downtown stakeholders meeting: 11/20/03, 8:30am-10:00am.**

**Milwaukie Only meeting: 12/4/03, 2:00pm-4:00pm at Mill End store.**

**Working Group: Next meeting will be 2/4/04, 1:00pm-4:00pm (Wednesday) at Public Safety Building. \*Note that this is a three hour meeting.**

**Planning commission recommendation meeting (to present our findings): 2/24/04 (time?) at City Hall**

Open house: The local stakeholders will discuss when to do the open house at the 12/4/03 meeting.

Jennifer Koozer notes that public hearing date for the Park & Ride may change. But wants all to be aware that it will be happening soon.



## Milwaukie Transit Center Working Group 2/4/04

**Michelle Gregory** (Soapbox Enterprises): Michelle welcomes everyone and thanks everyone for their hard work over the last six months. She explains that the working group proper are seated around the table along with staff from the agencies. She explains that only the community members will be making a final recommendation--which they will do at the end of the meeting. During the course of this intro some community members asked if they could move up to the discussion table since there were empty seats, and they had become heavily involved in the local process. This was agreed upon by most of the group. Michelle then outlined a quick recap of the working group process and where it will go from here.

**Grady Wheeler** (City of Milwaukie): Shared the results from the Milwaukie Transit Center open house that was held January 29th, 2003. He Explained the outreach done for the meeting: Over 16,000 postcards were sent out to every address in Milwaukie and it was also advertised in the City Newsletter, *The Oregonian*, and the *Clackamas Review* newspapers. At the open house the nine alignment alternatives were displayed around room—staff were available for questions.

Packets with the following were given to public:

- "Milwaukie Only" group assessments of all nine options
- Assessment memos from the various regional agencies (Trimet, ODOT, DKS)
- A list of working group participants
- Additional maps of the alignment/layout options
- Comment cards that people were encouraged to fill out at the time or send in later

Results:

- 130 people attended with 100 signatures on sign-in sheet
- 45 comment cards were turned in that night and 10 more later (comments were tallied and a summary is included in information today)
- Many comments offered support with stipulations/recommendations
- A few were negative but indicated, "need more info"
- Option 2.5 was the overwhelming favorite—even among all the neighborhoods represented
- Input/comments were welcome through February 4, 2004

**Mike S.** (City of Milwaukie): Gives a brief history of the project going back to Metro's south corridor plan. Explains that Milwaukie citizens decided to relocate the current transit center in downtown to the Southgate area within phase one of the light rail alignment and that they also recommended the transit center be moved by 2006.

The "Milwaukie only" group was formed in December to bring ideas back to the working group. They narrowed 9 alternatives down to two-- 2.5 and 2.2 alternatives (Kellog lake

and ODOT alternatives.) Mike stressed that the recommendation of transit center being moved by 2006 is not in LPA (ie not a mandate for the region). But he felt there was an opportunity to gain something for Milwaukie here.

**Michael Fisher (Trimet):** Michael went over the details of options 2.2 and 2.5 and explained the agencies responses/critiques of each. He then articulated what would occur in phase one and phase two:

**Michael explained both options 2.2 and 2.5 and took several questions.**

Michael explained why option 2.2 would cause reduction bus service to downtown and that it would ultimately lead to Trimet recommending removing some bus lines in downtown. Maintaining current down town routes would cost about 600,000 a year extra in operating costs.

**Randy McCourt (DKS Associates):** Drew the group's attention to his memo in packet. Explains that both option 2.2 and 2.5 would generate equal traffic in the neighborhood between 99E & 224 (both have the same traffic impacts) at about 1 car per minute in peak hours. He explained that Milwaukie has committed to a program to deal with historic Milwaukie area to mitigate traffic impacts that exist today, or can be related to future growth. He explained that any unforeseen impacts arising out of phase I would be required to be mitigated at that time, and that mitigation for phase II would be a regional responsibility. Randy then detailed why both proposed options would need traffic mitigation—just at different times. The difference is that the major mitigation happens in phase I for 2.2 and in phase II for 2.5. Option 2.2 creates traffic levels that come very close to capacity on Ochoco which might need to be looked at.

**Dave Unsworth (Metro):** Explained environmental impact issues: Option 2.5 at Kellogg lake/creek would require environmental mitigation. He explained that we don't know exactly what that would look like now but the permitting process would direct that mitigation. He stated that Kellogg Lake/creek has been found to include Chinook and Salmon (both are endangered species). The Lake/creek has a fish ladder that they go up. However, Kellogg Lake/creek might change before transit center goes in due to a restoration project that the Corps is leading. In phase two of the 2.5 option a pedestrian bridge is proposed and so the placement/impact of piers would need to be mitigated. Expresses that the environmental permitting process will be a lot of work and though there are uncertainties, it is probably feasible.

**Jennifer Koozer (Trimet):**

Explains that Trimet is proposing to create a security advisory committee to address concerns about crime and safety at proposed transit center. This committee will include police officers, planners, high school students and staff, citizens, Trimet security staff, Trimet facilities maintenance, and Trimet riders.

Explains that 2.5 is superior to 2.2 for safety because it is right on McLoughlin and within public view.

**Michelle Gregory:**

Michelle brings group back together after break. Congratulates and thanks group for their high level of attention and integrity throughout the process.

Explains that the community members are making recommendation today—not the staff.

Explains that she will first seek a consensus recommendation and if that cannot be achieved, the group will breakdown into a caucus/equal representation form that includes all stakeholders, and conduct a vote..

**First decision: Where should transit center be located and what should light rail alignment be?**

Michelle asks for a show of hand of who favors 2.2. Three people raise their hands in favor of 2.2. Show of hands for those who favor Tillamook line alignment (as depicted in 2.5) at least 13 raised hands—clear majority for 2.5.

Michelle asks if those who voted for 2.2 could arrive at a consensus. The three indicate that they might be able to with some changes.

Group agrees that the alignment decision be final "cut and dry" so that people know what to expect and can prepare.

Michelle displays map of 2.5 up in front and indicates that she will follow the 2.5 alignment across the map with her finger. As she goes down the track people are asked to stop her where they have questions/comments/suggestions that will help create the key elements of the recommendation.

**Key elements of recommendation:**

Tacoma Park and Ride should remain at 600 parking spaces, Kellogg should remain at 660, consideration of additional parking should be met with ongoing traffic analysis (that includes real numbers and neighborhood participation.)

Creation of Washington Station traffic and parking management plan (that could include ticketing, permitting to local parking etc. to keep people from parking around Washington Station). Include signage showing way to finding commuters.

A drop off zone should also be designed into the Washington St. Station.

Support the City's neighborhood traffic mitigation plan. Keep the traffic mitigation efforts going.

Kellogg park and ride must have a context sensitive design (be attractive), it must be safe and include further assessment of traffic impacts.

Main St. bus shelter must be attractive and consistent with design of historic downtown. (City has standards for new public facilities in the downtown.)

Keep plans for diagonal parking downtown.

Trimet's PSAC should look at safety concerns with Kellogg station. It should include reps from the high school.

Phase one must address emergency access into Kellogg TC: More than one ingress and egress is needed.

Phase two should consider small commercial uses at Washington, Kellogg and Tacoma stations.

Certainty -decisions must be made clear so people know what to expect.

Vigilance should be maintained for finding further commuter parking lot opportunities.

Support the city's efforts to continue the North Industrial land study and look at fixing Millport intersection.

Maintain coordination of regional agencies throughout the entire process.

#### **Conclusion:**

Michelle will compile the final recommendation with the key elements and email to everyone. Feedback must be given within 3 days so Michelle can include it and meet City's deadline.

Group agrees that it is not necessary to meet again.

**Swanson, Mike**

**From:** Michelle Gregory [soapboxent@comcast.net]  
**Sent:** Tuesday, February 10, 2004 4:48 PM  
**To:** John Gessner  
**Cc:** 'Art Ball'; 'Bill Monson'; 'Bob Moore'; 'Braedie Tobias'; 'Brian Heiberg'; 'Carolotta Collette'; 'Chuck Willie'; 'David Aschenbrenner'; 'Dolly Hambright'; 'Ed Zumwalt'; 'Gary Eichman'; 'Gary Hunt'; 'James Stilwell'; 'Kathy Buss'; 'Keith Bell'; KristyNW@aol.com; 'Mike Wriglesworth'; 'Norm Unrein'; 'Peter George'; 'Peter Koonce'; 'Roger Cornell'; charlebb@penwool.com; Deblock@macforcego.com; Melvinswire@msn.com; sokrdoktr@juno.com; ihalling@electracu.org; Rick@roselandpiano.com; carlislek@nclack.k12.or.us; ed@paidnorthwest.com; bgarage@bernardsgarage.com; neilh@darkhorse.com; carolyntomei@earthlink.net; coopert@odscompanies.com; don.sue.trotter@comcast.net; 'Alice Rouyer'; 'Beth Ragel'; 'Bill Adams'; 'PE Bud Roberts'; 'Dave Unsworth'; 'Grady Wheeler'; 'Jason Wachs'; 'Jennifer Koozer'; 'JoAnne Herrigel'; 'Michelle Gregory'; 'Mike Swanson'; 'Paul Shirey'; 'Phil Selinger'; 'Randy McCourt'; 'Michael Fisher'; Carolyn Tomei; Dion.Shepard@sf.frb.org

**Subject:** Milw TC Working Group Decision and Recommendation: Final Version

John (and everyone),

Herewith is the final version incorporating all written and verbal comments received to date from the working group members, and the project support staff. In general, comments that seemed to support the direction and spirit of the working group recommendation or those that accurately reflected prior discussions, have been incorporated into the body of the document. Comments that, in my estimation, would have likely required additional discussion in order to be endorsed by the entire working group - but nonetheless, seemed like remarks that the group would appreciate forwarding to the planning commission as information for their decision, have been incorporated as footnotes to the main document.

I received a totally of 25 substantive contributions on the two drafts, and a handful others that had more to do with grammar and document management. Since these comments were forwarded to my business they are, at present, off the public record... unless public agency staff were copied by the originator. I ask that anyone NOT wanting their private comments available for public review, please let me know directly. Otherwise, I will forward a full record of the comments that were submitted to me, to John so he has them for background material in the preparation of his own staff report.

I hope that I have captured everything that matters to everyone without offending or misrepresenting anyone. And I hope I spelled everything correctly...spellcheck tells me so. How's that for a pithy disclaimer from an exhausted editor? Truly, this has been an amazing and progressive effort by all of you. I appreciate your diligence and commitment to the community and the transit center project. It has been my privilege to serve this group and come to know you all a bit better. I believe this planning work is something Milwaukie and the region can be proud of, and I hope it gets built with an equal or better commitment to excellence.

Best regards,

Michelle

**Michelle Gregory, AICP**  
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Public Affairs \* Process Design \* Strategic Programs \* Neighborhood Planning \* Community Collaborations \* Soap

**Milwaukie Transit Center Working Group  
Decision and Recommendation to the Planning Commission**

On February 4<sup>th</sup>, 2004, the Milwaukie Transit Center Working Group met for its final consideration on the question of how to mitigate the impacts associated with the South Corridor Locally Preferred Alternative (LPA), which was adopted in spring of 2003. The LPA relocated the Milwaukie Transit Center (TC) to the Southgate Theater site, and included a light rail line that entered Milwaukie following Main Street from Tacoma to the Southgate site, where it crossed over the north industrial area to the Tillamook Branch line. The line then proceeded into downtown Milwaukie with a station behind the Waldorf School and one at the terminus of the line, 21<sup>st</sup> & Lake Road. (Refer to project maps for more detail.)

The LPA posed several problems for the property owners and business operators within the north industrial district, and for the transit center designers. Several options for mitigation were considered by the Working Group over the course of a six-month process of study, deliberation and community outreach. The Working Group was comprised of north industrial district stakeholders, downtown business stakeholders, and residential neighborhood stakeholders. Representatives from Milwaukie High School and Milwaukie Police department were also consulted.

Regular updates on the group's progress were publicized in the Milwaukie *PILOT* and provided to the Planning Commission. An open house was held on January 29<sup>th</sup> 2004 (just prior to the Working Group's decision and recommendation) to invite broad community feedback. The Working Group was supported by a resource team of design, planning, and engineering staff from TriMet, Metro, ODOT, and the City of Milwaukie. An independent facilitator was contracted by TriMet to work with the group.

Included among the options studied were some that relocated the TC in other areas of the north industrial district, some that redesigned the Main & Milport intersection to accommodate the additional type and volume of traffic associated with the TC at the Southgate location, and still other options that looked at possible locations outside of the north industrial area.

After careful review of several options, and testing them for community response, the Working Group has arrived at a consensus-based decision on where they believe the TC should go. They have also determined how they believe the light rail alignment should traverse through Milwaukie. This document articulates their decision and recommends standards and conditions that the Working Group believes should be met, in order to ensure the design and development of a facility that serves the community and the region well in the near-term and in the long-term.

## **The Working Group Decision**

Option 2.5 – The Kellogg Lake site was preferred by the majority of the group. Those in the minority were asked if they could live with this option under certain conditions, and they indicated that they might be able to, pending further solidification of mitigation measures and design standards.<sup>1</sup>

The group also decided to recommend a light rail alignment that follows the Tillamook Branch (TB) rail line from a light rail station, bus connection, and 600 space parking structure at Tacoma; all the way down the TB line to a light rail station and drop-off zone at Washington St. near the current Milwaukie Lumber site; that would then continue south to an elevated light rail stop across Kellogg Lake via a light rail and pedestrian bridge; where it would be joined by a bus transit center and associated 660 space parking structure just west of Kellogg Lake, but east of McLoughlin Blvd. A footbridge would continue across McLoughlin Blvd to secure a pedestrian connection to Milwaukie's riverfront and the Island Station neighborhood. There would also be two high-capacity bus stops in front of City Hall on Main Street, accompanied by several improvements to that block area.

The project features have been proposed in two phases. Generally, the first phase would relocate the transit center to the Kellogg site and include major intersection and pedestrian improvements to McLoughlin Blvd in that area, as well as the bus shelters and related improvements at Main Street in front of, and around City Hall. The second phase would include the Tacoma facility, the light rail line, the Washington St. station, the Kellogg Lake station, the train and footbridge, and the Kellogg area parking structure. (Refer to project maps for more detail.)

The goal for implementation of phase I is to have construction of the bus transit center and associated improvements underway by 2006. Implementation of phase II is more long-term, and contingent upon a regional funding package that has yet to be developed.

## **Recommendation**

After making their decision, the working group participants then detailed a set of mitigation, design, design-process, and community-compatibility recommendations, to be forwarded to the Milwaukie Planning Commission as follows:

- Make the light rail alignment and the transit center decision cut & dried so people can prepare for it. This will bring a sense of certainty for community members and investors who seek to plan other projects that hinge upon the resolution of this long-debated question.

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<sup>1</sup> Some of the Working Group members within the minority on this decision have since expressed an additional concern that the ensuing siting process not be rushed for the sake of political expediency. They have also urged that property owners adjacent to the newly recommended site need fair and timely access to the design and development process going forward. Generally this view is supported by all of the Working Group members, as well as the project staff team.

- Mitigate for the loss of storage, spur access and other impacts to property and business owners along the Tillamook branch line.
- In the course of further planning and design for the project, articulate how the alignment, its features and the transit center itself will affect individual properties in its vicinity.
- There is a 600 space parking structure planned for the Tacoma station, and a 660 space parking structure planned for the Kellogg TC site, both are phase II elements. Both are believed to be too small for the parking and ridership demand in the area, but at the same time, too big for the comfort level of adjacent neighborhoods with traffic and ‘rogue parking’ concerns. The Working Group was conflicted about the need to design for additional parking demand on balance of the need to preserve livability within the neighborhoods of Ardenwald, Historic Milwaukie and Island Station. Nonetheless, the group agreed to go forward with the current planning assumptions of 600 and 660 spaces as noted above. Through several discussions with the region and the City of Milwaukie the following points, specific to the issue of neighborhood livability, have been agreed upon:
  - The parking structures should be approached with context-sensitive design, a concern for user-safety and an ongoing assessment of their emerging traffic impacts in conversation with the surrounding neighborhoods.
  - The impact of ‘rogue parking’ to the neighborhood surrounding the Washington St light rail station must be met with an aggressive parking management program.
  - The Washington St. light rail station should include a drop-off zone.
  - Signage and way-finding elements should be installed to guide commuters away from adjacent neighborhoods and toward appropriately designated parking and drop-off areas.
  - Traffic and parking activity should be monitored and assessed between phase I and phase II, in concert with the City’s commitment to implement a neighborhood traffic-calming and parking management program for the Historic Milwaukie Neighborhood. This should also be done for the Ardenwald neighborhood to stay abreast of associated cut-through traffic on Johnson Creek Blvd.
  - The City’s efforts to consider and resolve existing and future cut-through traffic conflicts on neighborhood streets between 99E and Hwy 224, including but not limited to Harrison, Monroe, Washington, and Lake Road, will require collaboration with the neighborhood and the region. The region and the neighborhood should support the city’s efforts to lead this in phase I, and continue it in phase II, in accordance with impacts that can be associated with phase II features.
  - The design for these facilities should perform in the long term.



- In general the city and the region should be vigilant about identifying additional commuter parking opportunities in the north industrial and downtown areas of Milwaukie. The Working Group believes parking will always be in short supply as Milwaukie and the surrounding region grows.
- The bus stop design and associated improvements for the area around City Hall are great in concept, but the Main St. bus shelters must be attractive, safe, context-sensitive (given the historic elements of the downtown area) and technologically state of the art.
- The Working Group strongly supports the proposal by TriMet to organize a Public Safety Advisory committee that would provide recommendations to the project team, during both phase I and phase II of the project design. They would like to see both a faculty and student representative from Milwaukie High School serve on this committee<sup>2</sup>.
- The Kellogg transit center must have more than one ingress/egress on the site to enable emergency access<sup>3</sup>.
- The City and community should consider active, convenience-type, commercial-use viability around the Tacoma, Washington, and Kellogg light rail station sites where economic development and public safety could be advanced by such, and it does not conflict with Milwaukie's downtown and riverfront plan, or traffic flow standards for those areas.<sup>4</sup>
- The Working Group supports the City's continued efforts to optimize the land use and circulation system in the north industrial area. They would like to see the community and the region find a way to fix the Milport intersection.

Finally, the Working Group has learned in the course of their hard work over the past six months, that coordination between the local jurisdiction, the community of Milwaukie and the regional agencies is key to the successful development of many elements of this transit service plan and design. They appreciate the effort that has gone into this project from both citizen volunteers and agency staff. They believe this kind of collaboration is paramount for continued progress, and it should be a guiding principle throughout the process of planning and building this project.

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<sup>2</sup> Milwaukie Public Safety Advisory Committee member, Dolly Macken Hambright, who is also a Working Group member, has suggested that the existing PSAC take on this role rather than creating a new committee, incorporating new members into the PSAC who may want to problem-solve this issue.

<sup>3</sup> ODOT staff supporting the Working Group have noted that the feasibility of this recommendation would be contingent upon more specific design review and associated technical and budgetary considerations.

<sup>4</sup> City of Milwaukie and ODOT staff have both cautioned that such uses should be limited to transit-serving uses in the Tacoma and Kellogg locations, subject to conformance with local and regional plans, area traffic standards and access management rules.



**To: Planning Commission**

**From: John Gessner, Planning Director**

**Date: February 17, 2004 for the February 24, 2004 Public Hearing**

**Subject: Milwaukie Transit Center Relocation Recommendation**

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**Action Requested**

Adopt the joint recommendation of the Milwaukie Transit Center Relocation Working Group and staff to move the transit center and future light rail improvements to the property located on McLoughlin Boulevard just south of Kellogg Lake.

**Background**

This staff report summarizes a substantial amount of information that has been generated over the previous 5 months of the Working Group process. It omits certain details in order to provide focus for the Commission's consideration of the final recommendation. Presentations and testimony at the scheduled hearings will provide additional detail as may be needed. February 24 and March 9, 2004 public hearings have been reserved to allow time for the Commission to hear testimony and consider the final recommendation. A summary of the process follows:

**Stakeholder Working Group Recommends Kellog Site.**

After numerous meetings over a 5 month period and reviewing nine design alternatives the Milwaukie Working Transit Center Relocation Group has endorsed siting the transit center and a future light platform and parking garage on the city owned property on the south side of Kellogg Lake (Option 2.5). The Group's recommendation is subject to concerns including architectural design, crime prevention and mitigation of environmental and neighborhood traffic impacts. City, TriMet, Metro, and ODOT staffs support the recommendation.<sup>1</sup>

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<sup>1</sup> See Attachment XX for Working Group Recommendation.

### Summary of the Working Group Recommendation<sup>2</sup>

Project staff documented the Working Group's February 4, 2004 decision-making process for the purpose of formalizing the recommendation and capturing the concerns and intent of the Group. Drafts were then distributed to all voting members for their review and comment.<sup>3</sup> The final draft was submitted to city staff on February 10, 2004. Key points of the recommendation include the following:

- Mitigate traffic, parking, environmental, and visual impacts.
- Monitor traffic in affected neighborhoods to ensure adequate long-term control and mitigation of impacts.
- Convene a public safety committee to specifically guide design and operations to control and minimize potential crime. The High School should have a representative on the committee.
- Bust stop and street improvements around City Hall should be consistent with downtown "context" and city design guidelines.

### Project Description

If approved by the City and the Region, the project will occur in two phases: Phase 1 is slated for construction in 2006 and involves relocation of the transit center to the Kellogg site and construction of related bus stop and parking improvements on Main and Jackson Street. Construction of Phase 2, which would be sometime around 2010 subject to funding, involves light rail improvements. Components of the Transit Center relocation and light rail facilities include the following:

#### Phase 1 Transit Center

- Construction of a transit center including layover bays, operator's building, rider waiting areas; (See *Attachment X Preliminary Site Plan*)
- Reconstruction of the McLoughlin intersections with River Road and 22<sup>nd</sup> Avenue including pedestrian crossings as needed to mitigate traffic impacts of the transit center on McLoughlin Boulevard.
- Construction of two bus shelters on Main Street in front of City Hall, one on either side of the street, which will replace the present bus waiting areas on 21<sup>st</sup> Avenue and Jackson street;
- To increase on street parking, Main Street between Harrison and Jackson and the north side of Jackson between Main and 21<sup>st</sup> Avenue will be reconstructed in accordance with downtown street design standards.

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<sup>2</sup> See Attachment XX, Working Group Recommendation

<sup>3</sup> The voting was among member stakeholders only; city and agency staff did not participate in the vote.

Phase 2 Light Rail, Construction of light rail facilities including construction of the following:

- Kellogg Site
  - A. 660 car, 4 story parking garage;<sup>4</sup>
  - B. Light Rail Platform at the parking garage;
  - C. A pedestrian bridge connecting the garage to the north side of the Lake at Lake Road, and another pedestrian bridge connecting the garage to the west side of McLoughlin Boulevard.
- Light Rail Platform on existing railroad company property located behind Milwaukie Lumber.<sup>5</sup>

Why the Working Group was Created.

TriMet convened the Group at the request of the Milwaukie City Council for following purposes:<sup>6</sup>

- Recommend a suitable site for relocation of the transit center from downtown by 2006.
- Ensure participation of north industrial landowners and businesses, representatives of the community, and its residential neighborhoods in the examination of light rail impacts associated with the LPA.

These concerns grew out of the City's review of the proposed Locally Preferred Alternative (LPA) for light rail selected by the regional South Corridor Policy Steering Committee.<sup>7</sup> The LPA's rail alignment, transit center location, and parking garage raised concerns among the Planning Commission and City Council about impacts on the north industrial businesses and traffic impacts at the intersection of Milport and McLoughlin Boulevard. (See Attachment X, which details the concerns adopted by City Council.)

Background on the Light Rail Process

On April 17, 2003, the Metro Council adopted the *South Corridor Project Locally Preferred Alternative Report (LPA)*. The LPA required "relocation of the existing on-street Milwaukie transit center to the Southgate area pending resolution of design and environmental issues" during construction of the I-205 segment (Phase 1).

<sup>4</sup> Total number of stories is 5. 4 parking levels will be above the at-grade transit center.

<sup>5</sup> The City presently leases this land from Union Pacific for 33 paid public parking spaces.

<sup>6</sup> Per the Council's April 1, 2003 resolution in support of the light rail locally preferred alternative.

<sup>7</sup> The Planning Commission considered the LPA on March 11, 2003, the Council on April 1, 2003.

On January 16, 2004, the Metro Council concluded the process by approving a Land Use Final Order and the LPA, which calls for a transit center "in the Southgate area". Additional steps at the regional level may be needed to specify amendments as may be needed to accommodate the Milwaukie decision on transit center relocation.

### Working Stakeholder Involvement

Stakeholder involvement included the following interests. See Attachment X for full list of participants including city and agency representatives:

- Neighborhood District Associations.
- North industrial and downtown business operators and landowners.
- Downtown business operators and landowners.
- North Clackamas School District.
- Interested citizens.

### Public Involvement Process

Public Information and outreach efforts included the following:

- Letter to North Industrial Interest Holders, August 8, 2003.
- Letter to downtown businesses and adjacent residences in Historic Milwaukie, Lake Road, and Island Station, November 7, 2003.
- Citywide Open House, January 29, 2004.<sup>8</sup>
- Presentation by city staff to a joint meeting of the Milwaukie Parks & Recreation and Riverfront Boards. (*See Attachment XX for letter from the Riverfront Board.*)
- Articles in *The Pilot*: October 2003, November 2003, January 2004, and February 2004.
- Newspaper articles by the *Clackamas Review* on November 18, 2003 and *The Oregonian* on December 8, 2003, and February 3, 2004, and February 9, 2004. (*See Attachment XX for articles.*)
- Discussion at periodic quarterly NDA leadership meetings.
- Monthly updates to all neighborhoods by respective NDA leaders Carlotta Collette, David Aschenbrenner, Jean Michel, Art Ball, Dolly Macken-Hambright, Ed Zumwalt, Bob Moore, and Molly Hanthorn.
- Periodic updates were provided to the Planning Commission.

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<sup>8</sup> The Open House was advertised by a postcard mailing that was delivered to all postal addresses in the City the week of January 19, 2004.

- The City Council was updated on August 18, 2003, October 20, 2003, and December 15, 2003.

Creation of the Locally Preferred Alternative, Working Group Workshop

- TriMet lead a workshop with the Working Group to identify ideas for improving upon the LPA.
- The Technical Advisory Committee (TAC) developed the 8 options based on Working Group comments and ideas.<sup>9</sup>
- The TAC presented their evaluation of the following initial review of the 8 options by the Working Group. TriMet, Metro, and ODOT advised the Working Group on the most promising options and those that could not be supported by the regional agencies. See "Question #3" below for further discussion.
- The Working Group asked if the transit center, parking structure, and light rail facilities could be located on the Kellogg site: this resulted in Option 2.5.

Description of Option 1.1, the Locally Preferred Alternative

- Rail line along Main Street crossing to the east at Southgate.
- Transit Center and parking garage at Southgate.
- Rail connection to the Tillamook Branch at the end of Hanna Harvester Drive.
- Station platforms behind the Portland Waldorf School and a terminus Lake Road.

Results from the Working Group Workshop, Transit Center and Light Rail Options

- 1.2 Milport "Hook" via Harder Alignment  
Same as the LPA but with significant expansion of the site and street improvements as needed to correct problems with the Milport and Main Street intersection.
- 1.3 Milport "Hook" via Hwy 224  
Same as 1.2 but with the rail line being routed under Highway 224 to avoid loss of Harder Mechanical and Heiberg Recycling and Hauling businesses at the end of Hanna Harvester Drive.

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<sup>9</sup> The Technical Advisory Committee includes staff from Milwaukie, TriMet, Metro, and ODOT.

- 1.4 Elevated Light Rail Transit with Milport "Fix"  
The transit center, rail line, and park and ride are located at Southgate but the rail line is elevated above Main Street to reduce impacts on parking. This alternative also includes realigning Main Street to correct the Milport and Main Street intersection.
- 2.1 Tacoma Transit Center via Tillamook  
The transit center is located north of the City at the originally proposed Tacoma park and ride site. Light rail stays on the Union Pacific and Tillamook Branch lines.
- 2.2 ODOT Transit Center via Tillamook  
The transit center is located on the ODOT property, with the rail line along Main Street but crossing over to the Tillamook Branch at Beta Street.
- 2.3 Transit Center on Heiberg Site via Tillamook  
The transit center is located at the end of Hanna Harvester Drive on the Heiberg property using the Tillamook Branch.
- 2.4 Downtown Transit Center on Post Office Site  
This alternative is located on the block that contains the post office site on the south, and the vacant property on the north bounded by Main Street, Adams Street, 21<sup>st</sup> Avenue, and Lake Road. The alternative includes a 900 stall parking garage on the south side of Kellogg Creek, which is connected to the transit center site by a 650-foot pedestrian bridge over Kellogg Lake.

#### Evaluation and Comparison of Options

The TAC developed 21 criteria for the purpose of comparing the alternatives. These included the following general categories:<sup>10</sup>

- City concerns including traffic impact, relationship to existing land use policies, loss of business, development opportunity, and tax base.
- Transit requirements for ridership, safety, and ease of transfer between transit modes.
- Environmental, historic, and visual impacts.
- Construction and operating costs.

<sup>10</sup>

See Attachment XX for the Evaluation Factors Report

TriMet, Metro, and ODOT prepared a memorandum for the Working Group that details the “most promising options” and “options not supported” based on the 21 evaluation criteria.<sup>11</sup> Their findings are summarized below.

Most Promising

- 1.2 Milport “Hook” via Harder Mechanical
- 1.3 Milport “Hook” via Hwy 224
- 1.4 Elevated Light Rail Transit with Milport “Fix”
- 2.4 Downtown Transit Center on Post Office Site

Options Not Supported

- 1.1 LPA
- 2.1 Tacoma Transit Center via Tillamook
- 2.2 ODOT Transit Center via Tillamook
- 2.3 Transit Center on Heiberg Site via Tillamook

The “Milwaukie-Only” Process

- A number of meetings were conducted with only Milwaukie stakeholders and staff to facilitate problem solving and discussion among the varied interests of the group.
- On January 15, 2004, the group refined their concerns, identified additional information for TriMet response, and selected of the top two Alternatives 2.2 and 2.5. From this meeting the Group recorded their concerns in the document known as the “Position Paper”. (See Attachment ##)

Results of the January 29, 2003 Open House

- Approximately 130 persons attended.
- More than 50 comment cards were received prior to release of this staff report.
- 40 respondents favored Option 2.5 at the Kellogg site. The next favored options were 2.4 (Post Office Site) with 9 in favor and 2.2 (ODOT Site) with 7 in favor.

<sup>11</sup>

See Attachment XX for the January 2, 2004 memorandum.



*The Working Group's Decision on Option 2.5*

The working Group's recommendation was made at its meeting on February 4, 2004, which included the following agenda items:

- Results from the Open House.
- Recap of the Milwaukie-Only process and creation of the "Position Paper".
- Agency response to issues raised in the "Position Paper".
- "Show-of-hands" vote on Options 2.2 and 2.5. Of the approximate 21 members present all but three favored 2.5.
- Discussion of issues raised by members who did not support Option 2.5 for the purpose of identifying what could be done to make the option more acceptable.

**Staff Recommendation**

1. Adopt the Working Group recommendation and forward the same to the City Council.
2. Recommend Council consideration of strategy for implementation of key elements of the Working Group recommendation. This requires additional staff work and might include the following:
  - A. Adoption of the Downtown Parking and Traffic Management Plan
  - B.

## **Attachment XX**

### **Milwaukie Transit Center Working Group Decision and Recommendation to the Planning Commission**

On February 4<sup>th</sup>, 2004, the Milwaukie Transit Center Working Group met for its final consideration on the question of how to mitigate the impacts associated with the South Corridor Locally Preferred Alternative (LPA), which was adopted in spring of 2003. The LPA relocated the Milwaukie Transit Center (TC) to the Southgate Theater site, and included a light rail line that entered Milwaukie following Main Street from Tacoma to the Southgate site, where it crossed over the north industrial area to the Tillamook Branch line. The line then proceeded into downtown Milwaukie with a station behind the Waldorf School and one at the terminus of the line, 21<sup>st</sup> & Lake Road. (Refer to project maps for more detail.)

The LPA posed several problems for the property owners and business operators within the north industrial district, and for the transit center designers. Several options for mitigation were considered by the Working Group over the course of a six-month process of study, deliberation and community outreach. The Working Group was comprised of north industrial district stakeholders, downtown business stakeholders, and residential neighborhood stakeholders. Representatives from Milwaukie High School and Milwaukie Police department were also consulted.

Regular updates on the group's progress were publicized in the Milwaukie *PILOT* and provided to the Planning Commission. An open house was held on January 29<sup>th</sup> 2004 (just prior to the Working Group's decision and recommendation) to invite broad community feedback. The Working Group was supported by a resource team of design, planning, and engineering staff from TriMet, Metro, ODOT, and the City of Milwaukie. An independent facilitator was contracted by TriMet to work with the group.

Included among the options studied were some that relocated the TC in other areas of the north industrial district, some that redesigned the Main & Milport intersection to accommodate the additional type and volume of traffic associated with the TC at the Southgate location, and still other options that looked at possible locations outside of the north industrial area.

After careful review of several options, and testing them for community response, the Working Group has arrived at a consensus-based decision on where they believe the TC should go. They have also determined how they believe the light rail alignment should traverse through Milwaukie. This document articulates their decision and recommends standards and conditions that the Working Group believes should be met, in order to ensure the design and development of a facility that serves the community and the region well in the near-term and in the long-term.

### **The Working Group Decision**

Option 2.5 – The Kellogg Lake site was preferred by the majority of the group. Those in the minority were asked if they could live with this option under certain conditions, and they indicated that they might be able to, pending further solidification of mitigation measures and design standards.<sup>12</sup>

The group also decided to recommend a light rail alignment that follows the Tillamook Branch (TB) rail line from a light rail station, bus connection, and 600 space parking structure at Tacoma; all the way down the TB line to a light rail station and drop-off zone at Washington St. near the current Milwaukie Lumber site; that would then continue south to an elevated light rail stop across Kellogg Lake via a light rail and pedestrian bridge; where it would be joined by a bus transit center and associated 660 space parking structure just west of Kellogg Lake, but east of McLoughlin Blvd. A footbridge would continue across McLoughlin Blvd to secure a pedestrian connection to Milwaukie's riverfront and the Island Station neighborhood. There would also be two high-capacity bus stops in front of City Hall on Main Street, accompanied by several improvements to that block area.

The project features have been proposed in two phases. Generally, the first phase would relocate the transit center to the Kellogg site and include major intersection and pedestrian improvements to McLoughlin Blvd in that area, as well as the bus shelters and related improvements at Main Street in front of, and around City Hall. The second phase would include the Tacoma facility, the light rail line, the Washington St. station, the Kellogg Lake station, the train and footbridge, and the Kellogg area parking structure. (Refer to project maps for more detail.)

The goal for implementation of phase I is to have construction of the bus transit center and associated improvements underway by 2006. Implementation of phase II is more long-term, and contingent upon a regional funding package that has yet to be developed.

### **Recommendation**

After making their decision, the working group participants then detailed a set of mitigation, design, design-process, and community-compatibility recommendations, to be forwarded to the Milwaukie Planning Commission as follows:

- Make the light rail alignment and the transit center decision cut & dried so people can prepare for it. This will bring a sense of certainty for community members and investors who seek to plan other projects that hinge upon the resolution of this long-debated question.

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<sup>12</sup> Some of the Working Group members within the minority on this decision have since expressed an additional concern that the ensuing siting process not be rushed for the sake of political expediency. They have also urged that property owners adjacent to the newly recommended site need fair and timely access to the design and development process going forward. Generally this view is supported by all of the Working Group members, as well as the project staff team.

- Mitigate for the loss of storage, spur access and other impacts to property and business owners along the Tillamook branch line.
- In the course of further planning and design for the project, articulate how the alignment, its features and the transit center itself will affect individual properties in its vicinity.
- There is a 600 space parking structure planned for the Tacoma station, and a 660 space parking structure planned for the Kellogg TC site, both are phase II elements. Both are believed to be too small for the parking and ridership demand in the area, but at the same time, too big for the comfort level of adjacent neighborhoods with traffic and 'rogue parking' concerns. The Working Group was conflicted about the need to design for additional parking demand on balance of the need to preserve livability within the neighborhoods of Ardenwald, Historic Milwaukie and Island Station. Nonetheless, the group agreed to go forward with the current planning assumptions of 600 and 660 spaces as noted above. Through several discussions with the region and the City of Milwaukie the following points, specific to the issue of neighborhood livability, have been agreed upon:
  - The parking structures should be approached with context-sensitive design, a concern for user-safety and an ongoing assessment of their emerging traffic impacts in conversation with the surrounding neighborhoods.
  - The impact of 'rogue parking' to the neighborhood surrounding the Washington St light rail station must be met with an aggressive parking management program.
  - The Washington St. light rail station should include a drop-off zone.
  - Signage and way-finding elements should be installed to guide commuters away from adjacent neighborhoods and toward appropriately designated parking and drop-off areas.
  - Traffic and parking activity should be monitored and assessed between phase I and phase II, in concert with the City's commitment to implement a neighborhood traffic-calming and parking management program for the Historic Milwaukie Neighborhood. This should also be done for the Ardenwald neighborhood to stay abreast of associated cut-through traffic on Johnson Creek Blvd.
  - The City's efforts to consider and resolve existing and future cut-through traffic conflicts on neighborhood streets between 99E and Hwy 224, including but not limited to Harrison, Monroe, Washington, and Lake Road, will require collaboration with the neighborhood and the region. The region and the neighborhood should support the city's efforts to lead this in phase I, and

- continue it in phase II, in accordance with impacts that can be associated with phase II features.
  - The design for these facilities should perform in the long term.
  - In general the city and the region should be vigilant about identifying additional commuter parking opportunities in the north industrial and downtown areas of Milwaukie. The Working Group believes parking will always be in short supply as Milwaukie and the surrounding region grows.
- The bus stop design and associated improvements for the area around City Hall are great in concept, but the Main St. bus shelters must be attractive, safe, context-sensitive (given the historic elements of the downtown area) and technologically state of the art.
- The Working Group strongly supports the proposal by TriMet to organize a Public Safety Advisory committee that would provide recommendations to the project team, during both phase I and phase II of the project design. They would like to see both a faculty and student representative from Milwaukie High School serve on this committee<sup>13</sup>.
- The Kellogg transit center must have more than one ingress/egress on the site to enable emergency access<sup>14</sup>.
- The City and community should consider active, convenience-type, commercial-use viability around the Tacoma, Washington, and Kellogg light rail station sites where economic development and public safety could be advanced by such, and it does not conflict with Milwaukie's downtown and riverfront plan, or traffic flow standards for those areas.<sup>15</sup>
- The Working Group supports the City's continued efforts to optimize the land use and circulation system in the north industrial area. They would like to see the community and the region find a way to fix the Milport intersection.

Finally, the Working Group has learned in the course of their hard work over the past six months, that coordination between the local jurisdictions, the community of Milwaukie and

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<sup>13</sup> Milwaukie Public Safety Advisory Committee member, Dolly Macken Hambright, who is also a Working Group member, has suggested that the existing PSAC take on this role rather than creating a new committee, incorporating new members into the PSAC who may want to problem-solve this issue.

<sup>14</sup> ODOT staff supporting the Working Group has noted that the feasibility of this recommendation would be contingent upon more specific design review and associated technical and budgetary considerations.

<sup>15</sup> City of Milwaukie and ODOT staff have both cautioned that such uses should be limited to transit-serving uses in the Tacoma and Kellogg locations, subject to conformance with local and regional plans, area traffic standards and access management rules.

the regional agencies is key to the successful development of many elements of this transit service plan and design. They appreciate the effort that has gone into this project from both citizen volunteers and agency staff. They believe this kind of collaboration is paramount for continued progress, and it should be a guiding principle throughout the process of planning and building this project.

**Attachment XX**  
**Transit Center Relocation Position Paper**  
**January 26, 2004**

**Background**

On April 17, 2003 the Metro Council adopted the *South Corridor Project Locally Preferred Alternative Report (LPA)*. The LPA required "relocation of the existing on-street Milwaukie transit center to the Southgate area pending resolution of design and environmental issues" during Phase 1 of the project. The adoption was preliminary in the sense that an additional study of downtown Portland light rail issues that was nearing completion would still need to be merged with Phase 1/I-205.

On January 16, 2004 the Metro Council concluded the process by approving a Land Use Final Order and the LPA, adding construction of light rail on Fifth and Sixth avenues in downtown Portland to Phase 1/I-205. That act did not alter the language regarding the downtown Milwaukie transit center. Unless amended by the Metro Council, relocation of the downtown Milwaukie transit center is slated for "the Southgate area."

**Purpose**

TriMet convened the Milwaukie Transit Center Relocation Working Group (Group) at the request of the Milwaukie City Council to:

- Recommend a suitable site for relocation of the transit center from downtown by 2006.
- Ensure participation of north industrial landowners and businesses, representatives of the community, and its residential neighborhoods in the examination of light rail impacts associated with the LPA.

This memo outlines areas of agreement and continuing efforts to refine the alternative selection process. The City and region will be best served by identification of the greatest common ground among the involved city stakeholders.

At a January 14, 2004 Milwaukie stakeholder meeting those present identified either alternative 2.2 or 2.5 as the best choice. Many agreed that their preference for one did not eliminate their acceptance of the other. However, there was not a consensus accepting one alternative.

Proponents of alternative 2.2 cite the following as reasons for support:

- Adverse traffic impacts within the Historic Milwaukie neighborhood will be exacerbated with the 2.5 alternative;
- A transit center draws negative activity such as crime and loitering, resulting in adverse impacts in downtown Milwaukie;

- Location of a transit center in close proximity to downtown Milwaukie will deter development.

Proponents of alternative 2.5 cite the following as reasons for support:

- Results in a more timely relocation of both the present transit center and correction of McLoughlin, River Road, and 22<sup>nd</sup> Avenue intersections;
- Results in better traffic flow, especially if combined with a park and ride at ODOT. Traffic from the south uses the transit center and its adjacent park and ride, and traffic from 224 uses the ODOT park and ride;
- Creates opportunities for an infusion of money into downtown Milwaukie; and
- Reduces the footprint needed for a transit center and presents an opportunity to integrate with Kellogg Lake initiatives—possibly more open space.

At a January 22, 2004 follow-up meeting both alternatives were discussed, but there was no consensus recommending adoption of one alternative. This memo summarizes that meeting and identifies additional work that the Group feels necessary prior to its final recommendation to the Planning Commission and City Council.

### **Areas of Agreement**

- The transit center must be removed from downtown Milwaukie by 2006.
- Milwaukie stakeholders share common interests in protecting the City's livability, economy, and environmental quality.
- All Milwaukie stakeholders have valid concerns. The varied stakeholder opinions represent differing but legitimate values and differences in how each alternative performs based on its location and design.
- There will be impacts regardless of the location of the transit center and related light rail facilities. The better these are described the better able will the City be in minimizing impacts, securing mitigation, and maximizing benefits.
- Alternatives 2.2, 2.5, and a possible hybrid of the two have been identified by the Group as final alternatives, subject to concerns about crime, traffic, loss of open space, and the impact on the viability of both downtown and north industrial business development. Identification of specific mitigation measures prior to adoption is essential if the issues are to be adequately addressed.



- Because the City owns the property the transit center is sited on under Alternative 2.5, this alternative appears more likely to meet the 2006 target.<sup>16</sup> There are concerns about whether land acquisition issues might make it difficult for either the Southgate or ODOT sites to meet that target.
- By participating in the site selection and design process for transit center relocation, Milwaukie stakeholders and the City will be best able to influence its quality of development. By not participating, important design decisions will be made by others.

#### **Additional Work to be Done**

- The Working Group requests that TriMet reconsider design of the ODOT site to see if it can accommodate transit center relocation. The use of additional land should enable accommodation of a transit center.
- TriMet's claim that alternative 2.2 will lead to decreased bus service in downtown Milwaukie and increased operating costs is questionable. TriMet should better demonstrate these conclusions.
- TriMet's claim that alternative 2.5 will not increase negative traffic impacts in the Historic Milwaukie neighborhood is questionable. TriMet should better demonstrate this conclusion.
- A final group recommendation must include specific mitigation measures for environmental, public safety, traffic, and other impacts for any alternative(s) that is forwarded for consideration. Specific actions required to mitigate adverse impacts that are unique to an area or neighborhood should, at a minimum, be addressed by the affected area.

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<sup>16</sup> This is subject to continuing concerns about environmental impacts, crime, loss of open space, and impacts on downtown. TriMet has indicated that it can meet timelines requested by the City Council. This also assumes willingness of the City to convey the property and that environmental clearances and funding will be obtained.

### Attachment ##

#### Recommended Findings, Observations, and Considerations for Future Design and Mitigation as Adopted by the City Council.

1. Relocate the transit center from downtown Milwaukie as soon as possible.
2. A public involvement strategy that includes affected property owners and business operators that ensure adequate and thorough participation should be implemented.
3. TriMet is strongly encouraged to work with the Oregon Department of Transportation to commit to satisfactory transportation solutions including the following:
  - a. Protection of truck access.
  - b. Intersection capacity and stacking distance.
  - c. Cross movements on McLoughlin Boulevard.
  - d. Protect and improve where possible access to the interior of the industrial area from McLoughlin Boulevard.
4. The light rail project should be designed to minimize adverse impacts on area businesses.
5. TriMet and Metro should form a Milwaukie working group for the Transit Center and Park & Ride relocation effort, so that representatives of the community, its residential neighborhoods and its industrial/commercial districts, can be involved in the interim and final designs of this transit center.<sup>17</sup>
6. Milwaukie is concerned that property owner decisions made between now and the time at which final Phase 2 light rail design issues are resolved may result in design changes to the presently proposed alignment and related facilities.
7. The Main Street alignment has potentially significant impacts to area business and therefore may not be the best alignment considering that the Tillamook alignment has far fewer potential impacts.
8. The Milwaukie North Industrial Area is an important regional warehousing and distribution center that is supported by highway and freight rail service. In addition, Milwaukie is presently evaluating development potential of the area under a grant from the Transportation and Growth Management Program. Highway and local access is important to the continuing and future economic vitality of the area and Milwaukie's jobs and tax base. The Milwaukie Crossover has the following elements that warrant further design considerations and mitigation prior to construction. It is noted that some of the issues below may already have been addressed in the Supplemental Draft Environmental Impact Statement.

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<sup>17</sup> This item was adopted from the March 10, 2003 Memo of Michelle Gregory, Neighborhood Services Manager on behalf of the Neighborhood leadership.

Transit Working Group Recommendation  
 Planning Commission Staff Report  
 February 24, 2004  
 Page 18 of 20

- a. The closure of Moores Street reduces access options to northbound McLoughlin Boulevard and will add additional vehicle loading to the Ochoco/McLoughlin Boulevard intersection. Consideration should be given to ensuring adequate capacity at Ochoco Street intersection needed to accommodate the closing of Moores Street.
  - b. The redesign of the Beta Street intersection with Main Street as shown on Drawing C15C203 (South Corridor Transit Study, Milwaukie Max Alignment) is incomplete. The Beta Street intersection is an important access for nearby warehousing and distribution firms. Any redesign should minimize operational impacts to freight access.
  - c. Light rail construction will take more than 80 parking spaces along Main Street. This count excludes the Iridio site just north of the theatre, which also lose parking. Future design consideration should minimize the loss or parking and ensure the future success of businesses by replacement of parking displaced by light rail and related facilities.
  - d. The intersection of Mailwell Drive and Main Street serves major warehousing and distribution businesses and other commercial uses. Inbound and outbound traffic movements at this intersection should be protected to ensure the continued viability of area businesses.
  - e. The proposed site design at the Southgate Park & Ride and Transit Center should be reconsidered due to its impact on the Milport/Main and Milport/McLoughlin intersection. Additional stacking length is needed to ensure proper intersection functioning and adequate access to and from the industrial area.
9. Considerations for future design and mitigation at the Harrison site include the following:
    - a. Visual and noise barriers to protect nearby residential properties.
    - b. Traffic impact analysis at the site and at Harrison Street intersections with McLoughlin Boulevard and Expressway 224.
    - c. Replacement of any loss of Waldorf School parking.
    - d. Neighborhood parking management including means to offset the cost of city parking enforcement.
  10. Recommended considerations for future design and mitigation at the Lake Road and Washington Avenue sites include the following:
    - a. Visual and noise barriers to protect nearby residential properties.
    - b. Neighborhood parking management including means to offset the cost of city parking enforcement.
    - c. Avoidance and mitigation of Water Quality Resource impacts to Kellogg Lake.

### Attachment ##

### Working Group Process Meeting Schedule

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#### Milwaukie Working Group

September 4, 2003 (1<sup>st</sup> Mtg)

September 17, 2003

October 2, 2003

October 28, 2003

November 13, 2003

December 4, 2003

#### Milwaukie Only Group

December 4, 2003

January 8, 2004

January 14, 2004

January 22, 2004

#### New Milwaukie Downtown Stakeholders

November 20, 2003

### Project Teams

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#### The Milwaukie Project Team

Mike Swanson, City Manager  
 Alice Rouyer, Community Development  
 Grady Wheeler, Neighborhood Services  
 Larry Kanzler, Police Chief  
 Xavier Falconi, Falconi Consulting

JoAnn Herrigel, Community Services  
 John Gessner, Planning  
 Jason Wachs, Neighborhood Services  
 Paul Shirey, Engineering

#### TriMet Project Team

Michael Fisher  
 Jennifer Koozer  
 Bob Dethlefs  
 Tony Mendoza

Phil Selinger  
 Michelle Gregory, Soapbox Enterprises  
 Randy McCourt, DKS Associates

#### Metro Staff

Dave Unsworth

#### ODOT Project Team

Bill Adams  
 Bud Roberts

**Attachment ##**  
**Working Group Participants**

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Gary Hunt	Oregon Transfer
Keith Bell	Rudie Wilhelm
Mark Hendricks	Rudie Wilhelm
Norm Unrein	Rudie Wilhelm
Bill Munson	Munson Ventures
Brian Heiberg	Heiberg Garbage & Recycling
George Anderson	Anderson Die & Manufacturing
Chuck Willie	WW Metal Fab
Howard Dietrich	Oregon Worsted
David Aschenbrenner	Hector Campbell NDA
Dolly Macken Hambright	Linwood NDA
Peter Koonce	Ardenwald NDA
Ed Zumwalt	Historic Milwaukie NDA
Roger Cornell	Historic Milwaukie NDA
Alice Rouyer	Milwaukie
Paul Shirey	Milwaukie
Jason Wachs	Milwaukie
Grady Wheeler	Milwaukie
John Gessner	Milwaukie
Dave Unsworth	Metro
Bill Adams	ODOT
Bud Roberts	ODOT
Michael Fisher	TriMet
Jennifer Koozer	TriMet
Randy McCourt, DKS Associates	TriMet
Michelle Gregory, Soapbox Enterprises	TriMet'

- 40 respondents favored Option 2.5 at the Kellogg site. The next favored options were 2.4 (Post Office Site) with 9 in favor and 2.2 (ODOT Site) with 7 in favor.
- See ~~Attachment #1~~ transcription of comment card responses, and summary of results.

### The Working Group's Decision on Option 2.5

The working Group's recommendation was made at its meeting on February 4, 2004, which included the following agenda items:

- Results from the Open House.
- Recap of the Milwaukie-Only process and creation of the "Position Paper".
- Agency response to issues raised in the "Position Paper".
- "Show-of-hands" vote on Options 2.2 and 2.5. Of the approximate 21 members present all but three favored 2.5.
- Discussion of issues raised by members who did not support Option 2.5 for the purpose of identifying what could be done to make the option more acceptable. *The following ideas were identified:*

### Comments<sup>15</sup>

1. The Milwaukie Riverfront Board submitted a letter dated January 12, 2004, with the following recommendations.
  - Maximize the trade value of the property and if possible seek financial contribution towards development of the Milwaukie Riverfront Park.
  - Minimize environmental impacts.
  - Seek shared parking *at the TC* in the parking structure for vehicles with boat trailers to help reduce demand at the Jefferson Street boat ramp.
  - Enhance related pedestrian crossings.
  - Include a connection to the future Trolley Trail project.
  - Make sure the 650-foot pedestrian bridge is aesthetically pleasing.
2. The North Clackamas School District submitted a letter dated January 9, 2004, expressing opposition to Option 2.4, which located improvements on the post office site. Mr. Kelly Carlisle, Milwaukie High School Vice Principal subsequently clarified substantive concerns for the Working Group. *These concerns included the following:*

<sup>15</sup> See Attachment #1 for related communications

*letters and e-mails, referenced below.*

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3. Representatives from the north industrial area submitted their concerns with options that included rail improvements along Main Street, including traffic, business impacts, and loss of parking spaces.
4. Ardenwald resident Lisa Gunion-Rinker and submitted an e-mail through the Ardenwald NDA in support of Option 2.5.
5. Ardenwald Resident Joshua Shulman communicated his support for light rail and stops at the Goodwill site and downtown through the Ardenwald NDA.
6. The Island Station NDA submitted a letter dated January 28, 2004 in support of Option 2.5.
7. Ardenwald resident Mary King provided an e-mail in support of Option 2.5.

Next Steps

1. City Council Consideration, April 20, 2004
2. South Corridor Policy Committee
3. Metro Council & TriMet Board

*8. Dennis Dupont - HM resident, oldest - relies on transit.*

*Staff weigh*

Recommendation

1. Adopt the Working Group recommendation and forward the same to the City Council.
2. Recommend Council consideration of strategy for implementation of key elements of the Working Group recommendation. This requires additional staff work and might include the following:
  - A. Adoption of the Downtown Parking and Traffic Management Plan
  - B. *Additional evaluation of mitigation alternatives*
3. Riverfront Board Recommendation?

*Final Comments Conclusion*

- Coordination w/ other projects
- \$ opportunity
- Support of LUP policies
- Serves the best
- Opps redev

Alternatives

1. Adopt the Staff recommendation.
- 2.